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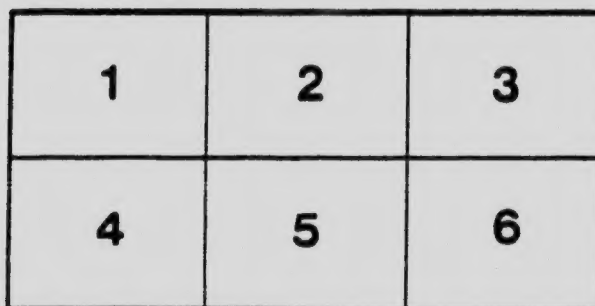
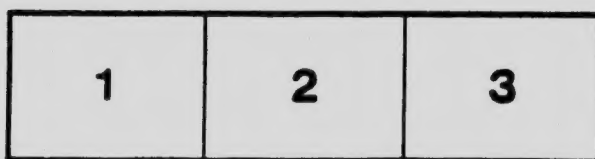
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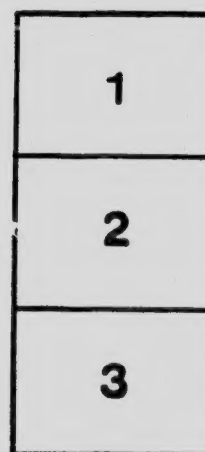
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ACROSS CANADA

BY
CANADIAN PACIFIC RAILWAY

1916

**SOUVENIR
TIME TABLE
OF THE TOUR OF THEIR
ROYAL HIGHNESSES THE
DUKE AND DUCHESS
OF CONNAUGHT**

ACROSS CANADA

**BY THE
CANADIAN PACIFIC
RAILWAY**

1916

L.P.

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1200

14093.2 was removed from
and binder was replaced

11/15/14

PARTY

Field-Marshal H.R.H. The Duke of
Connaught and Strathearn, K.G., Etc.

H.R.H. The Duchess of Connaught and
Strathearn.

H.R.H. Princess Patricia of Connaught.

Miss D. Yorke Lady-in-Waiting to
H.R.H. The Duchess of Connaught.

Miss C. Adam Lady-in-Waiting to H.R.H.
The Princess Patricia.

Lt.-Col. E. A. Stanton Military Secretary.

Major A. A. Duff Acting Comptroller and
Aide-de-Camp.

Capt. A. Mackintosh Aide-de-Camp.

Mr. W. R. Baker, C.V.O. Representing the Cana-
dian Pacific Railway Co.

MILEAGE

Ottawa to Vancouver (including trip to Vernon)	2875.9
Vancouver to Victoria (Steamer)	79.1
Victoria to Vancouver (Steamer)	79.1
Vancouver to Ottawa	2783.9
	5818.0

3156440

ITINERARY

Monday, June 26th

Leave OTTAWA 11.00 p.m.

Tuesday, June 27th

Arrive	PETAWAWA	. . . . .	2.50 a.m.		
Leave	"	. . . . .	1.00 p.m.	Stop	10' 10"
Arrive	CHALK RIVER	. . . . .	1.25 p.m.		
Leave	"	. . . . .	1.35 p.m.	"	10"
Arrive	NORTH BAY	. . . . .	5.05 p.m.		
Leave	"	. . . . .	5.15 p.m.	"	10"
Arrive	CARTIER	. . . . .	9.25 p.m.		
Leave	"	. . . . .	9.35 p.m.	"	10"

Wednesday, June 28th

Arrive	CHAPLEAU	. . . . .	2.05 a.m.		
Leave	"	. . . . .	2.15 a.m.	"	10"
Arrive	WHITE RIVER	. . . . .	6.45 a.m.		
Leave	"	. . . . .	6.55 a.m.	"	10"
Arrive	SCHREIBER	. . . . .	10.55 a.m.		
Leave	"	. . . . .	11.05 a.m.	"	10"
Arrive	FORT WILLIAM	. . . . . (E.T.)	3.50 p.m.		
Leave	"	. . . . . (C.T.)	15.05—3.05 p.m.	"	15"
Arrive	IGNACE	. . . . .	19.25—7.25 p.m.		
Leave	"	. . . . .	19.35—7.35 p.m.	"	10"
Arrive	KENORA	. . . . .	23.45—11.45 p.m.		

Thursday, June 29th

Leave	KENORA	. . . . .	12.00 noon	"	12' 15"
Arrive	WINNIPEG	. . . . .	16.00—4.00 p.m.		

Friday, June 30th

Leave	WINNIPEG	. . . . .	2.15 a.m.	"	10' 15"
Arrive	SEWELL (Can., Hughes)	. . . . .	5.35 a.m.		
Leave	"	. . . . .	19.30—7.30 p.m.	"	13' 55"
Arrive	BRANDON	20.05—8.05 p.m.		
Leave	"	20.20—8.20 p.m.	"	15"

Saturday, July 1st

Arrive	BROADVIEW (C.T.)	24.50—12.50 a.m.		
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ITINERARY—Continued

Saturday, July 1st—con.

Leave	BROADVIEW	(M.T.) 24.01—12.01 a.m.	Stop	10"
Arrive	REGINA	3.15 a.m.		
Leave	"	13.30—1.30 p.m.	"	10' 15"
Arrive	MOOSE JAW	14.40—2.40 p.m.		
Leave	"	14.55—2.55 p.m.	"	15"
Arrive	SWIFT CURRENT	18.25—6.25 p.m.		
Leave	"	18.35—6.35 p.m.	"	10"
Arrive	MEDICINE HAT	23.10—11.20 p.m.		
Leave	"	23.15—11.35 p.m.	"	15"

Sunday, July 2nd

Arrive	CALGARY	5.30 a.m.		
Leave	"	5.40 a.m.	"	10"
Arrive	BANFF	9.05 a.m.		

AT BANFF—Sunday, July 2nd to Monday, July 17th—15 days.

Monday, July 17th

Leave	BANFF	11.00 a.m.		
Arrive	TEMPLE (Internment Camp)	12.10—12.10 p.m.		
Leave	"	12.40—12.40 p.m.	Stop	30"
Arrive	FIELD	(M.T.) 14.25—2.25 p.m.		
Leave	"	(P.T.) 13.35—1.35 p.m.	"	10"
Arrive	ROGERS PASS	17.35—5.35 p.m.		
Leave	"	18.35—6.35 p.m.	"	1' 00"
Arrive	REVELSTOKE	21.00—9.00 p.m.		
Leave	"	21.15—9.15 p.m.	"	15"
Arrive	SICAMOUS	23.15—11.15 p.m.		
Leave	"	23.20—11.20 p.m.	"	5"

Tuesday, July 18th

Arrive	VERNON	1.00 p.m.		
Leave	"	13.30—1.30 p.m.	"	12' 15"
Arrive	SICAMOUS	15.15—3.15 p.m.		

Wednesday, July 19th

Leave	SICAMOUS	24.20—12.20 a.m.	"	9' 05"
Arrive	KAMLOOPS	3.35 a.m.		
Leave	"	3.45 a.m.	"	10"

ITINERARY—Continued

Wednesday, July 19th—con.

Arrive NORTH BEND.	9.05 a.m.	
Leave " "	9.15 a.m.	Stop 10"
Arrive VANCOUVER	14.00— 2.00 p.m.	

Thursday, July 20th

Leave VANCOUVER	12.00 noon	" 22' 00"
Special Steamer "Princess Patricia."		
Arrive VICTORIA	17.00— 5.00 p.m.	
AT VICTORIA—Thursday, July 20th to Thursday, July 27th—7 days.		

Thursday, July 27th

Leave VICTORIA	11.00 a.m.	
Special Steamer "Princess Patricia."		
Arrive VANCOUVER	21.00— 9.00 p.m.	
Leave " "	22.00—10.00 p.m.	Stop 1' 00"

Friday, July 28th

Arrive NORTH BEND.	3.10 a.m.	
Leave " "	3.20 a.m.	" 10"
Arrive KAMLOOPS	8.30 a.m.	
Leave " "	8.40 a.m.	" 10"
Arrive REVELSTOKE	14.15— 2.15 p.m.	
Leave " "	16.15— 4.15 p.m.	" 2' 00"
Arrive FIELD	(P.T.) 23.00—11.00 p.m.	

Saturday, July 29th

Leave FIELD	(M.T.) 24.10—12.10 a.m.	" 10"
Arrive CALGARY	5.40 a.m.	
Leave " "	13.00— 1.00 p.m.	" 7' 20"
Arrive MEDICINE HAT	18.30— 6.30 p.m.	
Leave " "	18.45— 6.45 p.m.	" 15"
Arrive SWIFT CURRENT	23.30—11.30 p.m.	
Leave " "	23.40—11.40 p.m.	" 10"

Sunday, July 30th

Arrive MOOSE JAW	2.40 a.m.	
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ITINERARY—Continued

Sunday, July 30th—con.

Leave	MOOSE JAW	2.50 a.m.	Stop	10"
Arrive	BROADVIEW	(M.T.) 6.55 a.m.		
Leave	"	(C.T.) 8.05 a.m.	"	10"
Arrive	BRANDON	12.05 p.m.		
Leave	"	12.15 p.m.	"	10"
Arrive	WINNIPEG	15.55—3.55 p.m.		
Leave	"	18.30—6.30 p.m.	"	2' 35"
Arrive	KENORA	22.35—10.35 p.m.		
Leave	"	22.45—10.45 p.m.	"	10"

Monday, July 31st

Arrive	VERMILION BAY	24.25—12.25 a.m.		
Leave	"	18.30—6.30 p.m.	"	18' 05"
Arrive	IGNACE	21.05—9.05 p.m.		
Leave	"	21.15—9.15 p.m.	"	10"

Tuesday, August 1st

Arrive	FORT WILLIAM	(C.T.) 1.15 a.m.		
Leave	"	(E.T.) 2.25 a.m.	"	10"
Arrive	SCHREIBER	6.40 a.m.		
Leave	"	6.50 a.m.	"	10"
Arrive	WHITE RIVER	11.00 a.m.		
Leave	"	11.10 a.m.	"	10"
Arrive	LOCHALSH	1.05 p.m.		
Leave	"	1.50 p.m.	"	45"
Arrive	CHAPLEAU	4.15 p.m.		
Leave	"	4.25 p.m.	"	10"
Arrive	RAMSAY	6.25 p.m.		
Leave	"	7.25 p.m.	"	1' 00"
Arrive	CARTIER	9.55 p.m.		
Leave	"	10.05 p.m.	"	10"

Wednesday, August 2nd

Arrive	NORTH BAY	1.35 a.m.		
Leave	"	1.45 a.m.	"	10"
Arrive	CHALK RIVER	5.10 a.m.		
Leave	"	5.20 a.m.	"	10"
Arrive	OTTAWA	9.45 a.m.		

BOARD OF DIRECTORS								
Mr. RICHARD B. ANGUS	-	-	-	-	-	-	-	MONTREAL.
Mr. GEORGE BURY	-	-	-	-	-	-	-	"
Mr. EDWARD W. BEATTY, K.C.	-	-	-	-	-	-	-	"
Hon. JAMES DUNSMUIR	-	-	-	-	-	-	-	VICTORIA, B.C.
Sir HERBERT A. HOLT	-	-	-	-	-	-	-	MONTREAL.
Mr. CHARLES R. HOMER	-	-	-	-	-	-	-	"
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Mr. WILLMOT D. MATTHEWS	-	-	-	-	-	-	-	TORONTO.
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I. G. OGDEN, Vice-President -	do
G. M. BOSWORTH, Vice-President -	do
E. W. BEATTY, K.C., Vice-President and General Counsel -	do
GRANT HALL, Vice-President and General Manager, Western Lines	WINNIPEG.
W. R. BAKER, C.V.O., Secretary and Assistant to The President	MONTREAL.
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R. MARPOLE, Gen. Executive Asst. for British Columbia	VANCOUVER.
F. L. WANKLYN, General Executive Asst. -	MONTREAL.
J. MANSON, Asst. to the Vice-President -	do
JOHN LESLIE, Comptroller -	do
C. E. E. USSHER, Passenger Traffic Manager -	do
W. R. MACINNES, Freight Traffic Manager -	do
H. MAITLAND KERSEY, D.S.O., Managing-Director, The Canadian Pacific Ocean Services Ltd.	LONDON, ENG.
J. G. SULLIVAN, Chief Engineer, Western Lines	WINNIPEG.
J. M. R. FAIRBAIRN, Asst. Chief Engineers, Eastern Lines	MONTREAL.
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J. J. SCULLY, Gen. Supt. Lake Superior Division	NORTH BAY.
C. MURPHY, Gen. Supt. Manitoba Division	WINNIPEG.
A. STEVENS, Gen. Supt. Saskatchewan Division	MOOSE JAW.
J. M. CAMERON, Gen. Supt. Alberta Division	CALGARY.
F. W. PETERS, Gen. Supt. British Columbia Division	VANCOUVER.
J. McMILLAN, Manager of Telegraphs	MONTREAL.}}
GEO. McL. BROWN, European Manager, 62 to 65 Charing Cross	LONDON, ENG.
R. D. MORRISON, Deputy Secretary, 6 Waterloo Place, Pall Mall	do
E. F. TREMAYNE, Registrar of Transfers, 8 Waterloo Place, Pall Mall	do
New York Transfer Agents, Messrs. Holden, Bag & Molyneux, 64 Wall Street	NEW YORK.
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Mr. RICHARD B. ANGUS
Mr. GEORGE BURY
RE HON. LORD SHAUGHNESSY, K.C.V.O.
SIR HERBERT J. HOLY
DE EDMOND B. COLLEGE, M.P.



CONSTRUCTED with the express object of linking the Pacific with the Atlantic Provinces of the Dominion of Canada, the Canadian Pacific Railway has grown to be an immense system

owning and controlling over 18,000 miles of tracks—

operating over 100,000 miles of its own telegraph system—

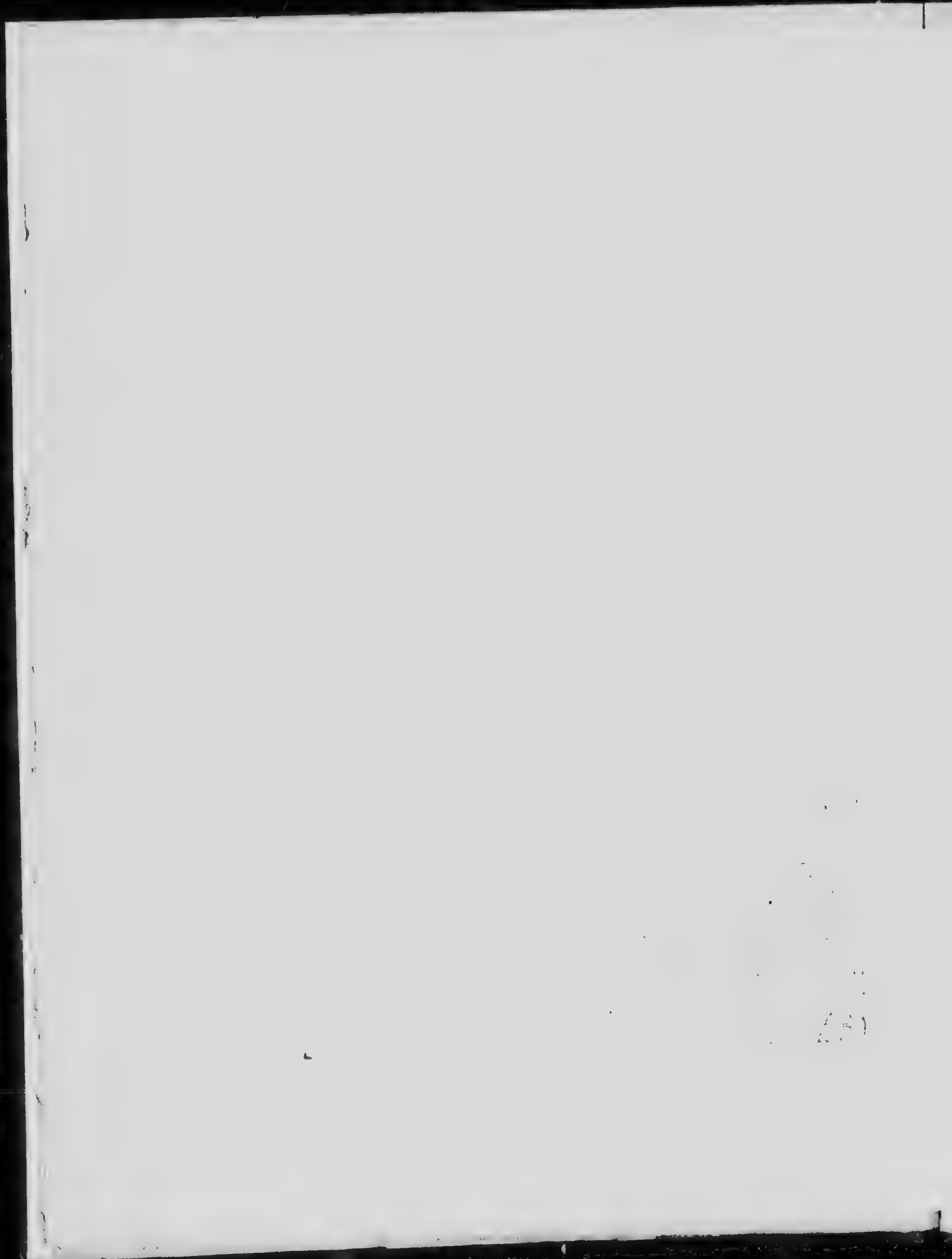
owning and operating a chain of first-class hotels from coast to coast—

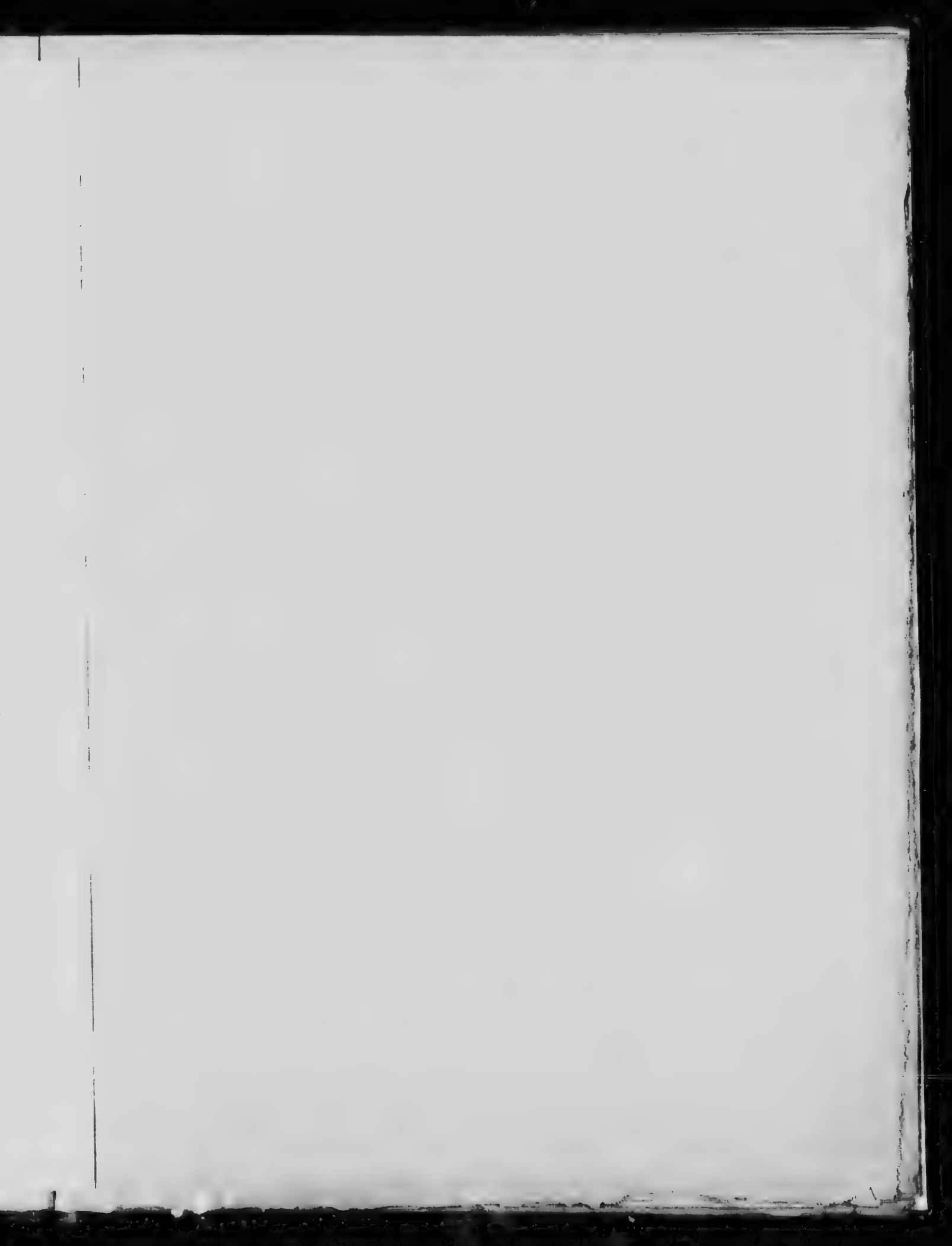
settling vast areas of its own agricultural land with genuine settlers

possessing rich mineral and other natural resources

controlling subsidiary Ocean Service on both Atlantic and Pacific, which, when combined with the steamers operated by the railway itself, total 350,036 tons.







Canadian Pacific Railway

1911-1916

IT IS five years since Canada was fortunate enough to secure His Royal Highness Field-Marshal The Duke of Connaught as Governor-General. Many events have occurred during that time, and as this is understood to be the last tour His Royal Highness will make of Canada, a brief resume of some of the important developments that have taken place during that time may not be inappropriate. The year 1911 was in many respects notable in the history of the British Empire. It was the year of the Coronation of King George the Fifth and the year of the Imperial Conference, in which Canada was represented by Sir Wilfrid Laurier, who was at that time Premier. The great fight against Reciprocity resulted in a change of Government, and as the new Governor-General approached the Canadian coast a marconigram was received by His Royal Highness from Earl Grey advising him of the personnel of the new Cabinet.

¶ The first visit of His Royal Highness to Canada had been in 1869-70 with the Rifle Brigade. Twenty-one years later, in 1890, he again visited these shores. Another twenty-one years had passed between the second and this third visit.

¶ The change in conditions which His Royal Highness saw after such intervals was enormous, yet it is doubtful whether these changes of twenty years were one half so spectacular as the change which has transformed Canada from a civilian to a military nation and has cemented with blood, shed in a common cause, the Daughter and the Mother Country.



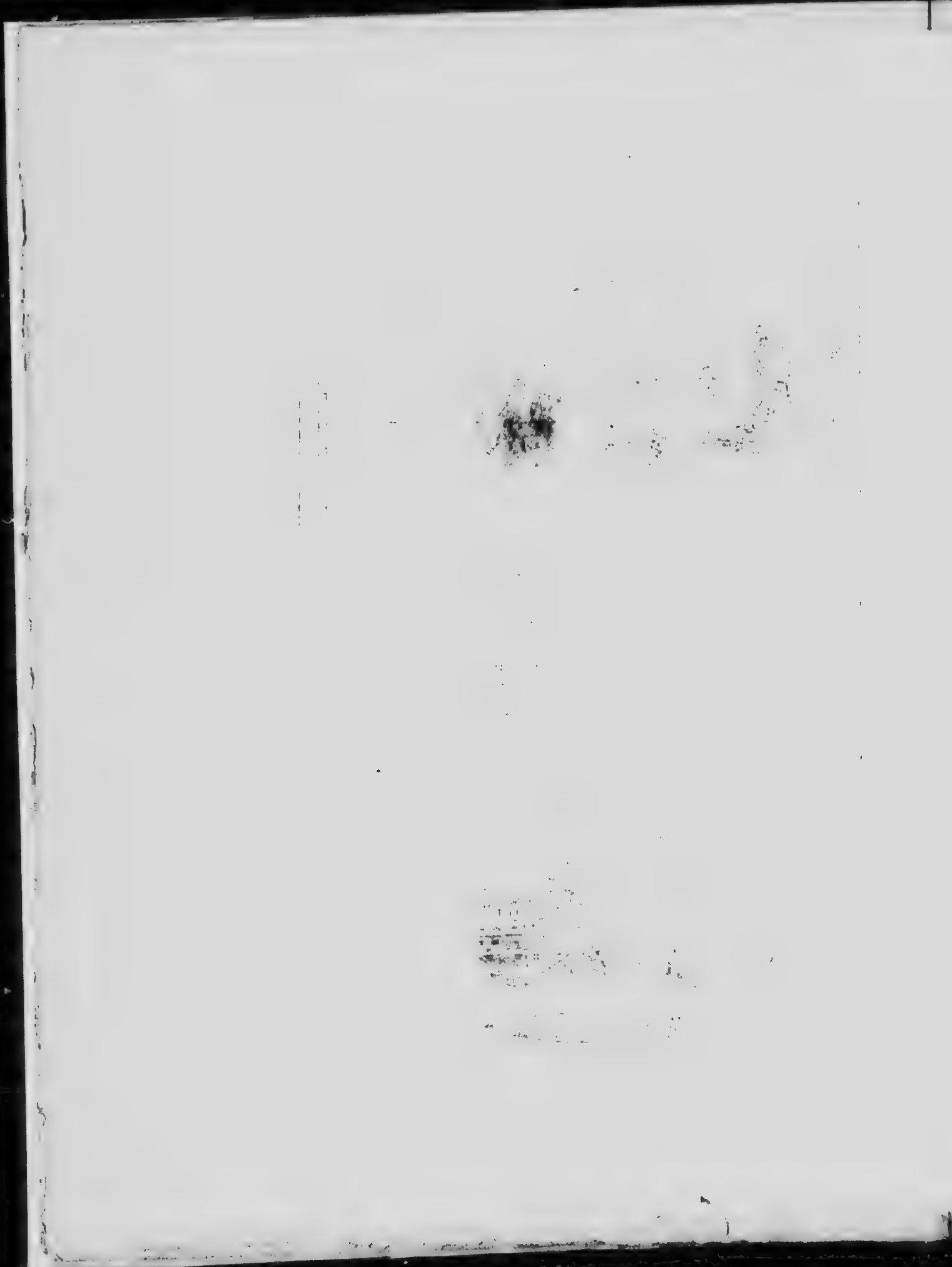
*Canadian Pacific Bridge
over Reversing Falls
St. John N.B.*

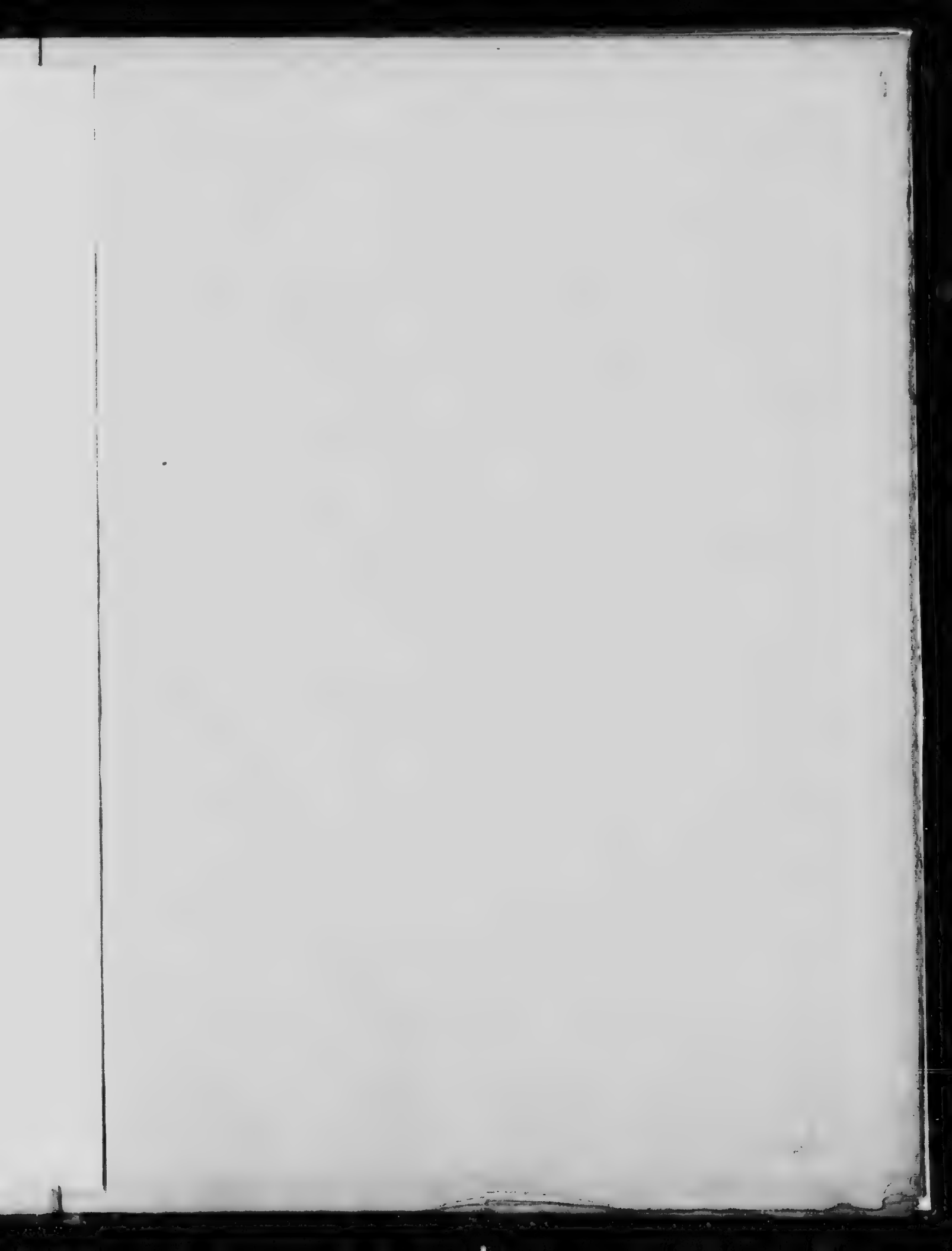
AS the Atlantic terminal and winter port of the Canadian Pacific Railway, St. John, N.B., has shown steady progress, the shipments in the fiscal year ending March 31, 1916, amounting to \$120,042,890. A new Canadian Pacific elevator and continual extensions and improvements to terminal facilities are evidence of the railway's activity.

¶ Sixty miles south of St. John is St. Andrews-by-the-Sea, which has become the most fashionable seaside resort in Canada. The Algonquin is the social centre and has recently been entirely reconstructed as a fireproof hotel.



*Algonquin Hotel
St. Andrews
by the Sea*





¶ Previous to the reorganization of the Canadian Militia, which was adopted in 1911, in accordance with the recommendation of General Sir John (now Viscount) French, Canada's standing army amounted to 3,360 officers, 38,015 non-commissioned officers and men, with 7,997 horses. To-day, Canada has over 300,000 men enlisted and a settled programme of increasing that number, if possible and necessary, to half a million. The call of humanity against a brutal aggressor found a ready response in Canadian hearts, and though the drain of men has proved a heavy handicap in the race for material prosperity, the voluntary enlistment of this great army continues every day without ceasing.

¶ While certain industries may show a falling-off in 1916 as compared with 1911, an immense impetus has been given to those connected with the manufacture of military supplies or munitions. At the outbreak of the war a small arsenal at Quebec, employing 500 men, was the only plant engaged in the making of war munitions in Canada. Now, over 100 villages, towns and cities throughout the Dominion are so engaged.

¶ So great has become the demand for Canadian paper that Canadian mills are working at high pressure and are exporting 1700 tons of newsprint per day. Exports of sulphite amount in value to \$500,000 a month, the tribute to Canada from foreign countries in connection with the pulp and paper industries being about \$24,000,000 a year.

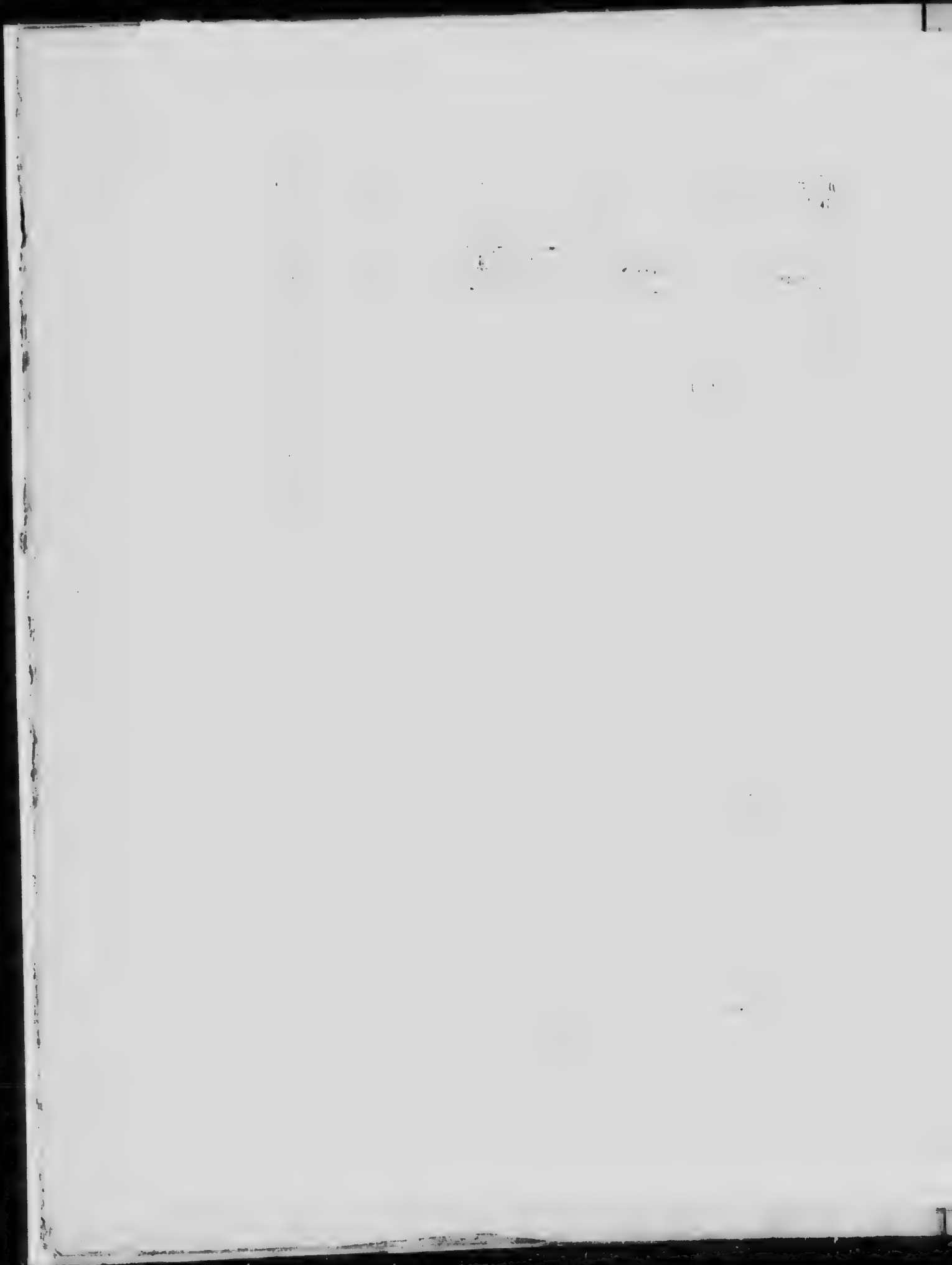
¶ During the last eighteen months the exceptional prosperity of the Dominion, the desire to benefit in Canada's growing export trade, and the appreciation of Canada's



OWING to its many industries and commercial activities, Toronto is always making rapid progress. In order to relieve the congestion at the old Union Depot, the Canadian Pacific Railway has built a fine new station with extensive yards at North Toronto.

¶ The Canadian Pacific building at the corner of King and Yonge is a landmark in the business section of the city. The new Lake Ontario Shore Line connecting Montreal with Toronto, and the new fast services to Winnipeg and Chicago combine to make this office one of the busiest in Canada.







natural resources, has resulted in the establishment of many new Canadian factories with American capital. Existing automobile plants have been vastly enlarged and three important new plants have been installed at Windsor, Walkerville, and Oshawa, all in Ontario; an immense soap factory and a rolled steel plant built at Hamilton, and a packing plant at Guelph. Sugar refineries have come to Chatham, and Toronto has several important new industries. The Province of Quebec has also welcomed many new factories, notably one at Drummondville, which is preparing to undertake the manufacture of dyes, although at present chiefly engaged in making explosives.

¶ Agriculture, however, is Canada's staple industry, and the substantial progress in that field in spite of labor shortage and curtailment of immigration shows better than anything else the growth of the last five years.

Total Production

	1911	1915
Wheat	215,851,300 bushels	376,303,600 bushels
Oats	348,187,600 bushels	520,103,000 bushels
Barley	40,641,000 bushels	53,331,300 bushels

Shipments from Fort William and Port Arthur

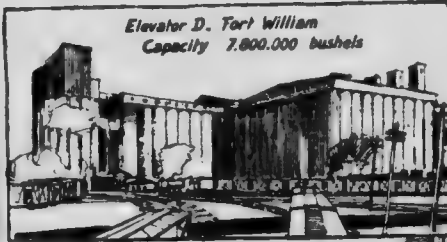
	1911	1915
Grain	95,182,011 bushels	203,049,158 bushels

¶ Before 1916 closes, the elevator capacity at the Twin Cities will amount to 48,000,000 bushels, or over a million bushels more than that of Chicago.

C.P.R. Coal Handling Plant, Fort William



*Elevator D. Fort William
Capacity 7,000,000 bushels*



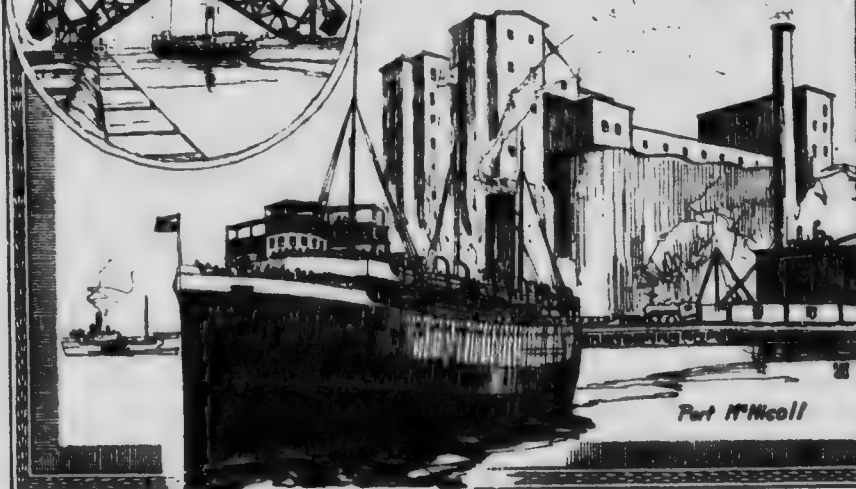
THE first highway to the West was the waterway of the Great Lakes, and this is still a pleasant alternative route for travellers between East and West. Many improvements have been made in the Canadian Pacific Great Lakes steamers, which with their verandah cafes and fine equipment are as up-to-date as any ocean liners.

¶ The immense grain traffic has made Port McNicoll an important harbor, while Fort William and Port Arthur will soon become the largest grain shipping ports in the world.

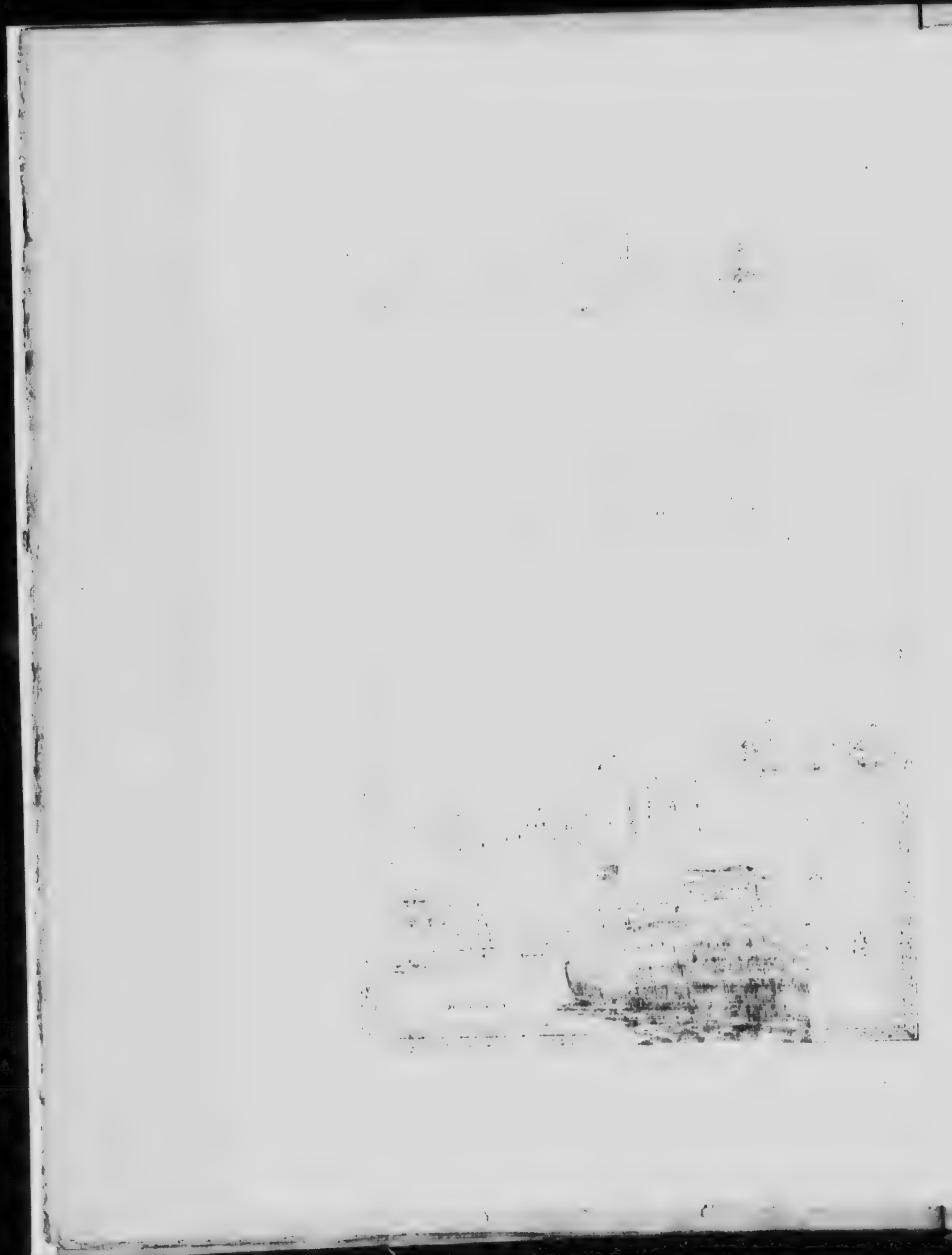
¶ The C.P.R. bascule bridge at Sault Ste. Marie and the wonderful locks are of great engineering interest.

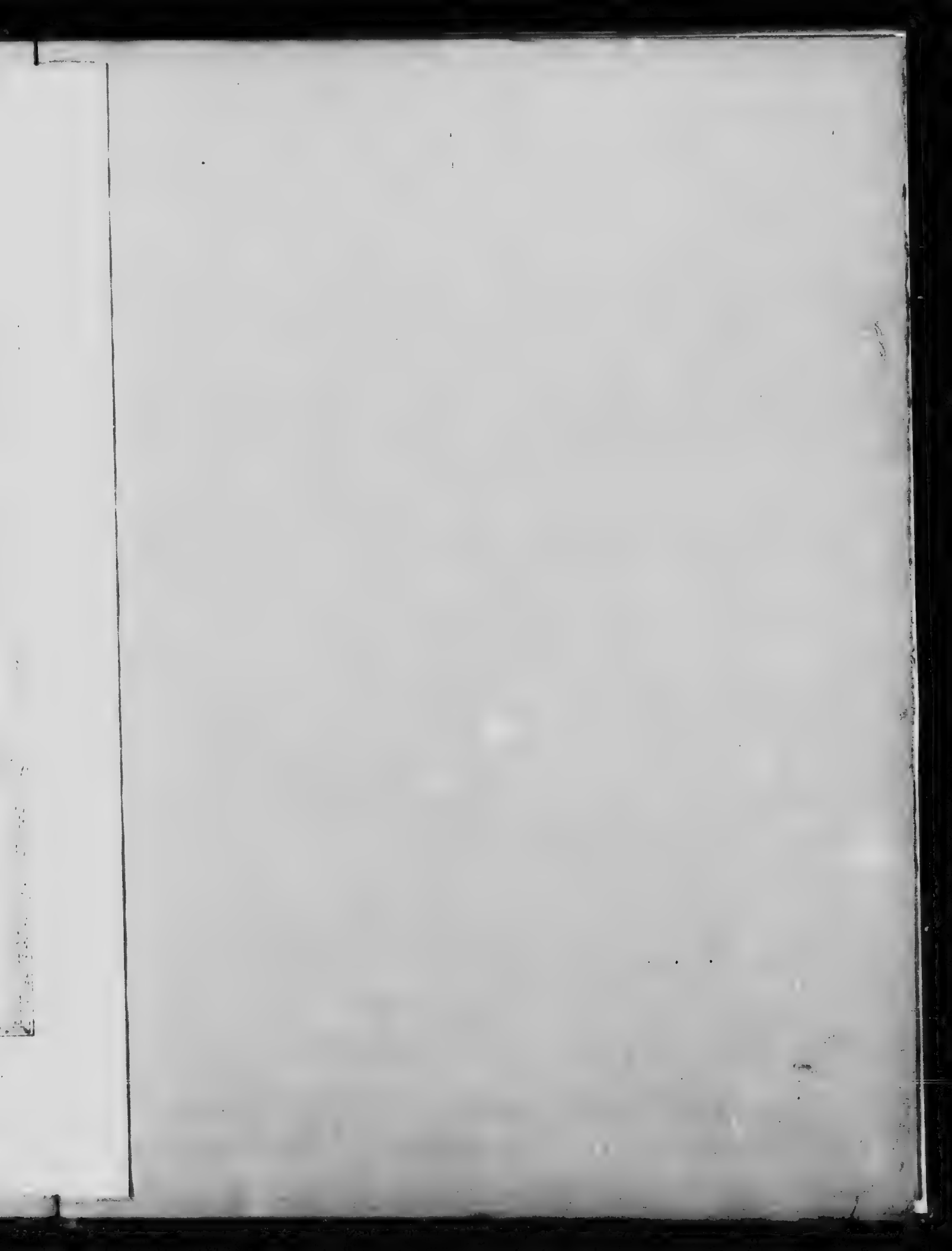


*C.P.R. Bascule Bridge
Sault Ste. Marie*



Port McNicoll





¶ The value of the exports of wheat flour rose from \$13,854,790 in the fiscal year 1911-12 to over thirty million dollars in 1915-16. In the same period the annual output has risen from \$82,494,826 to over a hundred million dollars.

¶ The growth of mining activity also has been pronounced. Take, for instance, the production of coal which in 1911 was 11,323,388 tons and in 1915 had grown to 15,012,178 tons, no less than 58 new mines being opened in Alberta alone.

¶ The total value received from field crops, forests, mines and fisheries, was:

In 1911.....	\$ 874,000,466
In 1915.....	\$1,123,169,000

¶ During the latter half of 1915 a demand arose for minerals hitherto practically neglected in Canada, a production which in the first twelve months is expected to total about \$10,000,000. Among the minerals thus brought to new life were antimony, molybdenite, chromite, magnesite, and many hitherto unworked deposits of other minerals, such as zinc, in Quebec Province, and also in British Columbia, trebling the output of that mineral. The value of exports of pyrites in 1911 was \$118,962 as compared to \$527,318 in 1915.

¶ Great progress has been made in the electrical industry and the harnessing of the immense waterpowers of the Dominion. Particularly notable has been the growth of the Ontario Hydro-Electric Commission, which will shortly be supplying power to over 140 separate municipalities.



THE settlers along the line of the Canadian Pacific Railway can supply enough wheat to feed the whole French and British armies.

¶ Winnipeg is a greater grain market than Chicago or Minneapolis.

¶ 300 miles of sidings are required by the Canadian Pacific Railway to handle the traffic which passes through Winnipeg.

¶ Grain elevators are the landmarks of the Canadian West (to-day there are 2,775 in the three prairie provinces with capacity of 123,939,000 bushels).

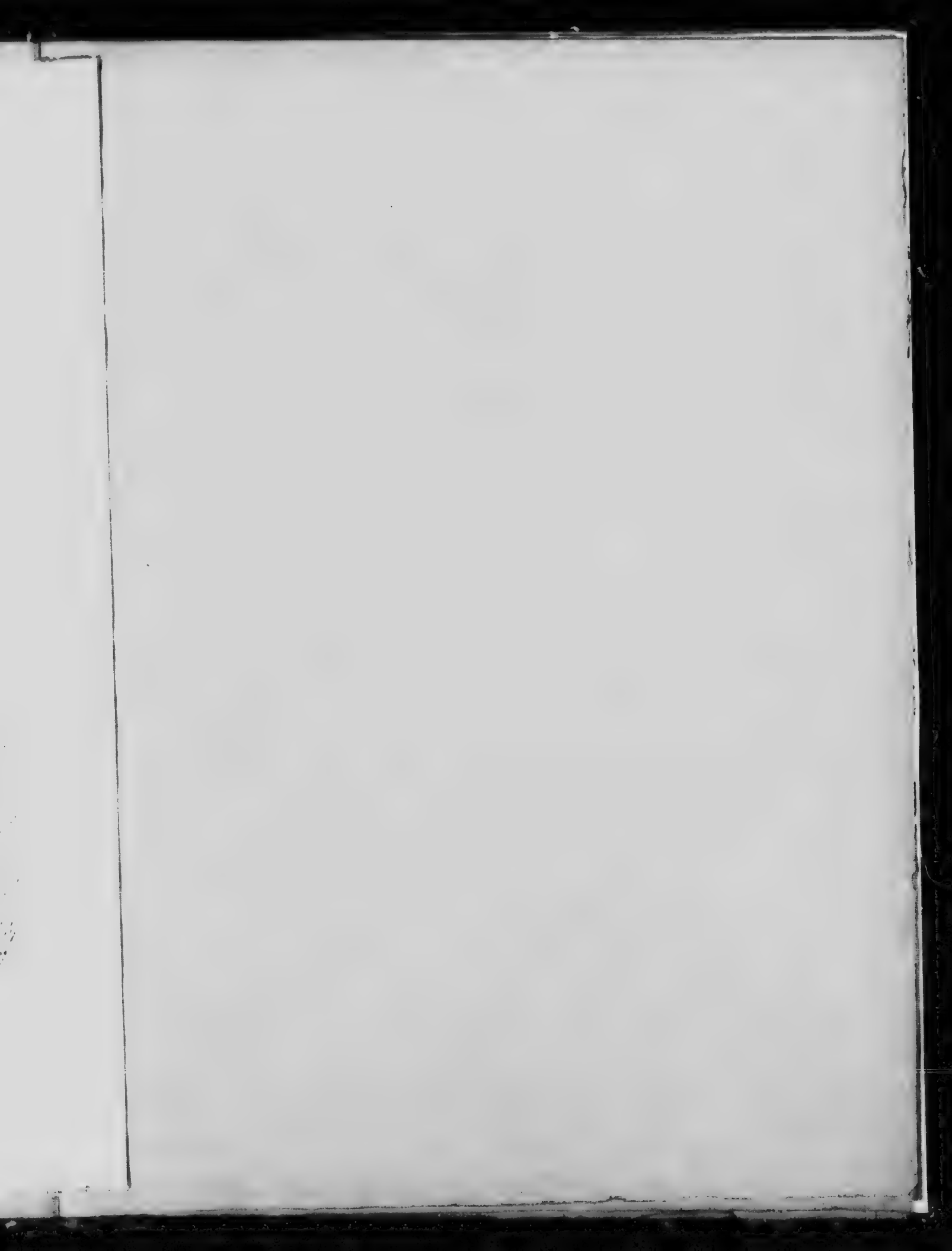
¶ Under the lead of the Canadian Pacific mixed farming is making as rapid progress as the cultivation of grain.

Royal Alexandra Hotel, Winnipeg



Grain Elevators at a Prairie Station





¶ Serving as it does all the chief agricultural, commercial and industrial centres of the Dominion of Canada, the Canadian Pacific is the recognized barometer of conditions throughout the country, and a brief record of its growth from 1911 to the present time illustrates better than anything else the corresponding growth of the Dominion as a whole: --

¶ Since 1911 Windsor Station, the headquarters of the Canadian Pacific Railway, has been practically reconstructed, and now, with its modern trainsheds and finely equipped offices, is a model of its kind. Great improvements have been made in the terminals at St. John, a port which in the fiscal year ending March 31, 1916, shipped exports valued at \$120,042,890, as compared with \$9,733,534 in 1900. The terminals at Quebec are also under reconstruction, the new freight sheds being in service and the new passenger station being almost ready for traffic. Traffic conditions at Toronto have been revolutionized by the construction of the new North Toronto Station. An expenditure of \$2,500,000 has produced a new station and reorganization of the yards at Winnipeg. Calgary Station has been altered out of recognition, and the terminals and station at Vancouver have been reconstructed to keep pace with the almost miraculous progress of that port.

¶ The construction of the longest tunnel in North America, 26,400 feet from entrance to exit, and lowering the summit elevation of the Selkirk portion of the line from 4,300 feet to 3,791, is on the verge of completion at a cost of about \$12,000,000. Immense viaducts and



*Bassano Dam &
Irrigation System
near Calgary*

UNTIL the Canadian Pacific Railway undertook its three million irrigation project in Alberta, Calgary was a small rancher's town. But to-day it is the largest city in that prosperous province—the busy trading centre of an immense stockraising and mixed farming district.

¶ From the roof garden of the Palliser one sees the Rockies, round which blows the warm Chinook.

¶ The Canadian Pacific has invested over \$15,000,000 on this irrigation project, which has 1,600 miles of canals and ditches in its Western section and will have 2,000 miles in its Eastern section.

¶ The immense dam at Bassano, 7,000 feet in length, and the giant aqueduct at Brooks, are the greatest engineering structures of their kind on the North American continent.



*The Palliser Hotel
Calgary*



bridges have been constructed at Lethbridge (5,327 feet), Outlook (3,004 feet), and Edmonton (2,687 feet), while two remarkable structures completed in this period are: 1st, the single track bascule bridge over the U.S. Ship Canal at Sault Ste. Marie, providing a wider unobstructed channel than that given by the longest existing movable bridge; and 2nd, the electrically-operated double track swing span over the Lachine Canal, the longest of its kind in existence. The double tracking of the St. Lawrence River Bridge was another engineering feat of great interest. The immense coal-handling plant at Fort William is another visible proof of Canadian Pacific enterprise.

¶ The enormous orders for rolling stock placed by the C.P.R. necessitated increase in its capacity for construction and repairs. In one year alone, 1912, these orders amounted to 493 locomotives of the superheater type, nearly 500 passenger cars, and 28,400 freight cars. The Angus Shops at Montreal were enlarged in 1913 to include the construction of steel passenger and freight cars, the Winnipeg Shops were greatly extended, and the vast Ogden Shops were built near Calgary. These shops have since played an important part in the manufacture of munitions, and the Angus Shops constructed the heavy hay compressors required for important shipments to the allied armies in France. During the three years preceding the outbreak of the war over \$180,000,000 was spent by the Canadian Pacific Railway on construction, additions and improvements, rolling stock, shops and machinery, and additions to Ocean, Lake and River steamers.

*Banff Springs
Hotel*



*Sulphur
Swimming Pool
at Banff*



THE tourist crop of the Mountains is becoming just as valuable to Canada as the wheat crop of the Prairies.

¶ No less than 74,201 travellers registered at the Canadian Pacific mountain hotels in 1915, the capacity of which is being increased each year.

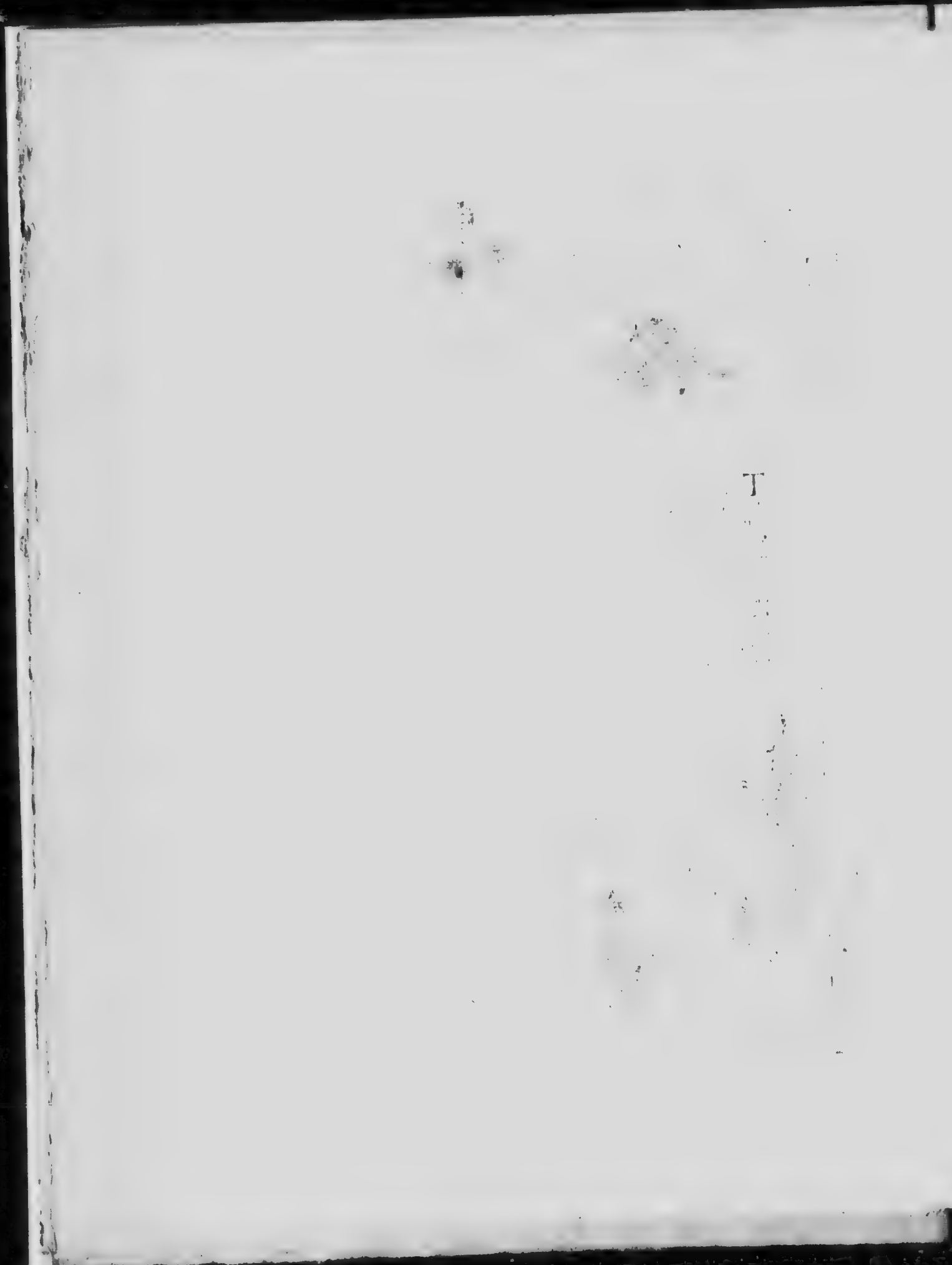
¶ So far from confining itself to operating trains and hotels, the Canadian Pacific Railway has co-operated with the Government in building

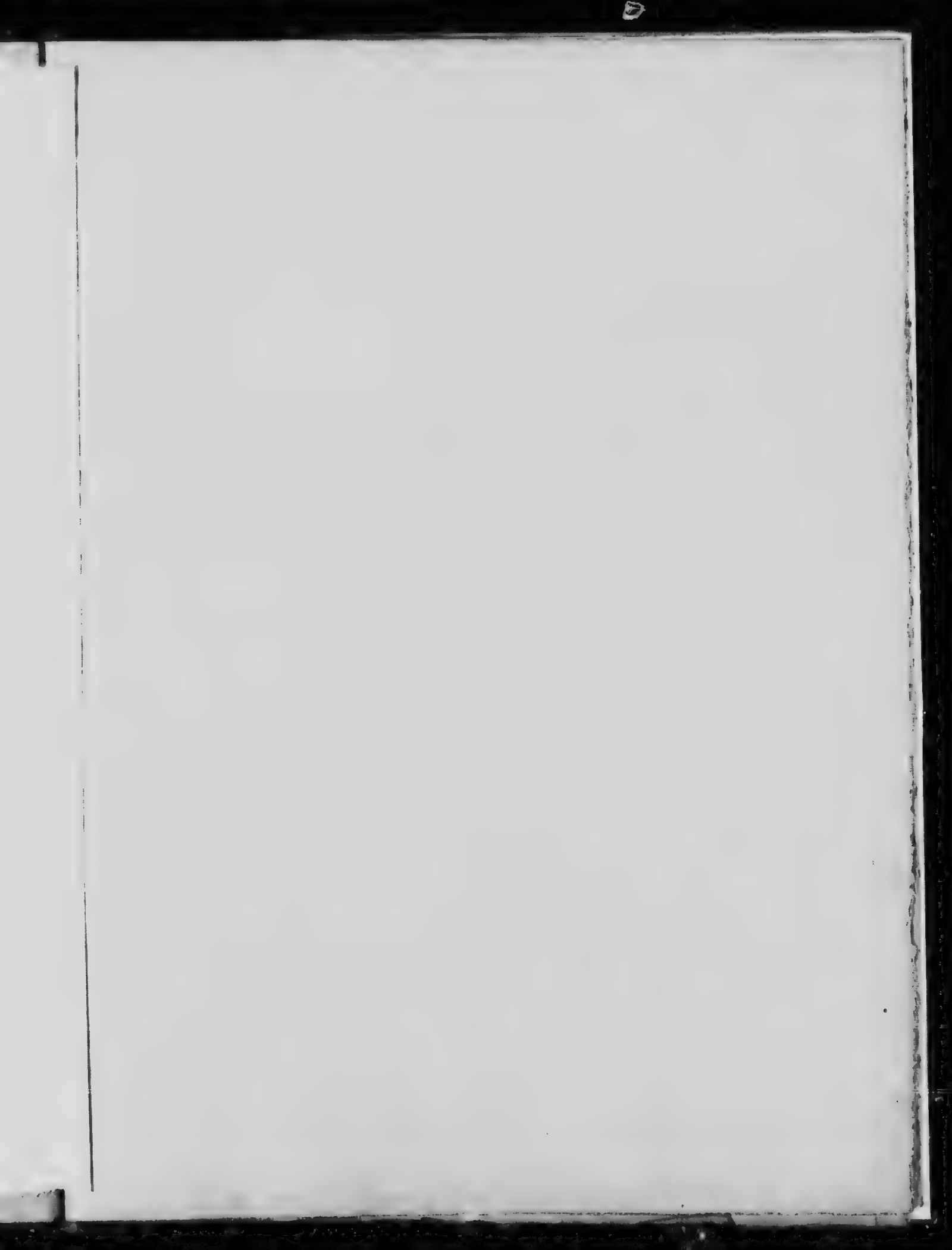
trails, and even an automobile road from Banff over the Vermilion Pass. Its activities are such that this immense area is coming to be generally known as the Canadian Pacific Rockies.

¶ It has been the policy of the Canadian Pacific Railway to maintain a high standard of architecture and interior decoration in its hotels, the influence of which has been pronounced throughout the whole of Canada.



Chateau Lake Louise





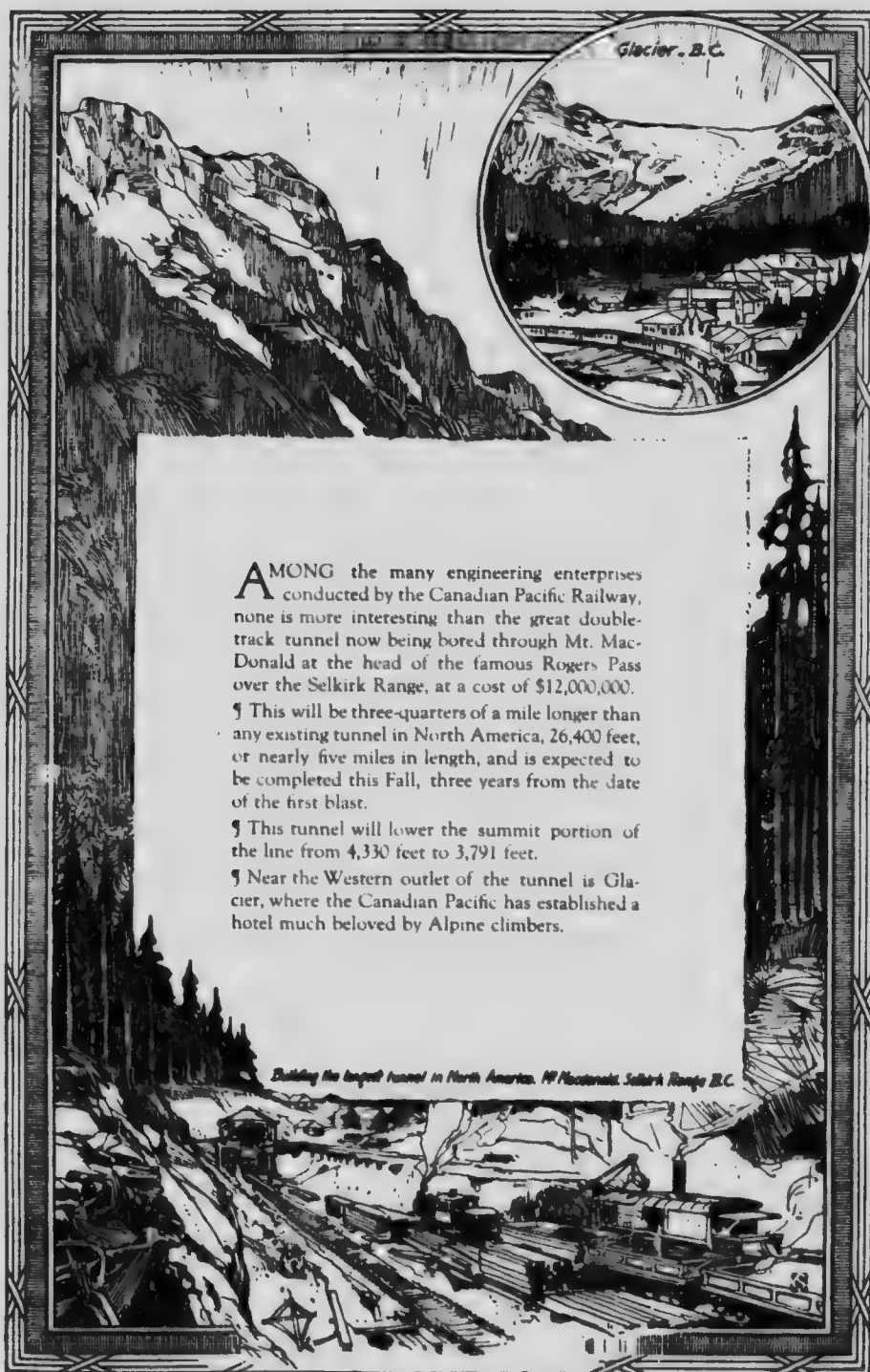
¶ Since His Royal Highness came to Canada the great Bassano Dam, consisting of over 7,000 feet of embankment and 720 feet of spillway, and the 10,480 feet Brooks Aqueduct, together with the construction of thousands of miles of ditches and canals in the Eastern and Western sections of the C.P.R. Irrigation Block, placed under intensive cultivation an enormous area of land East of Calgary.

¶ Between June 30th, 1911, and June 30th, 1915, the mileage owned and controlled by the Canadian Pacific Railway increased from 16,137.6 to 18,090.5 and the rolling stock shows increases as follows:

	1911	1915
Locomotives	1,637	2,255
Passenger Cars	2,074	2,681
Freight and Cattle Cars	52,602	87,504

¶ In 1911 the total tonnage of steamers operated by the Canadian Pacific Railway on Atlantic and Pacific Oceans, in coastal trade and on the Great Lakes, and inland lakes and rivers of British Columbia, was 210,920 tons. Since then the Atlantic and Pacific Services have formed into the Canadian Pacific Ocean Services Limited, with a tonnage of 282,520, while the Great Lakes, coastal and other services operated by the railway itself provide a tonnage of 67,516, making a grand total to-day of 350,036 tons.

¶ The history of the war has produced no more romantic story than the career of the Canadian Pacific Company's Steamship "Empress of Russia" as an Admiralty cruiser. When she left Vancouver in August, 1914, she was already



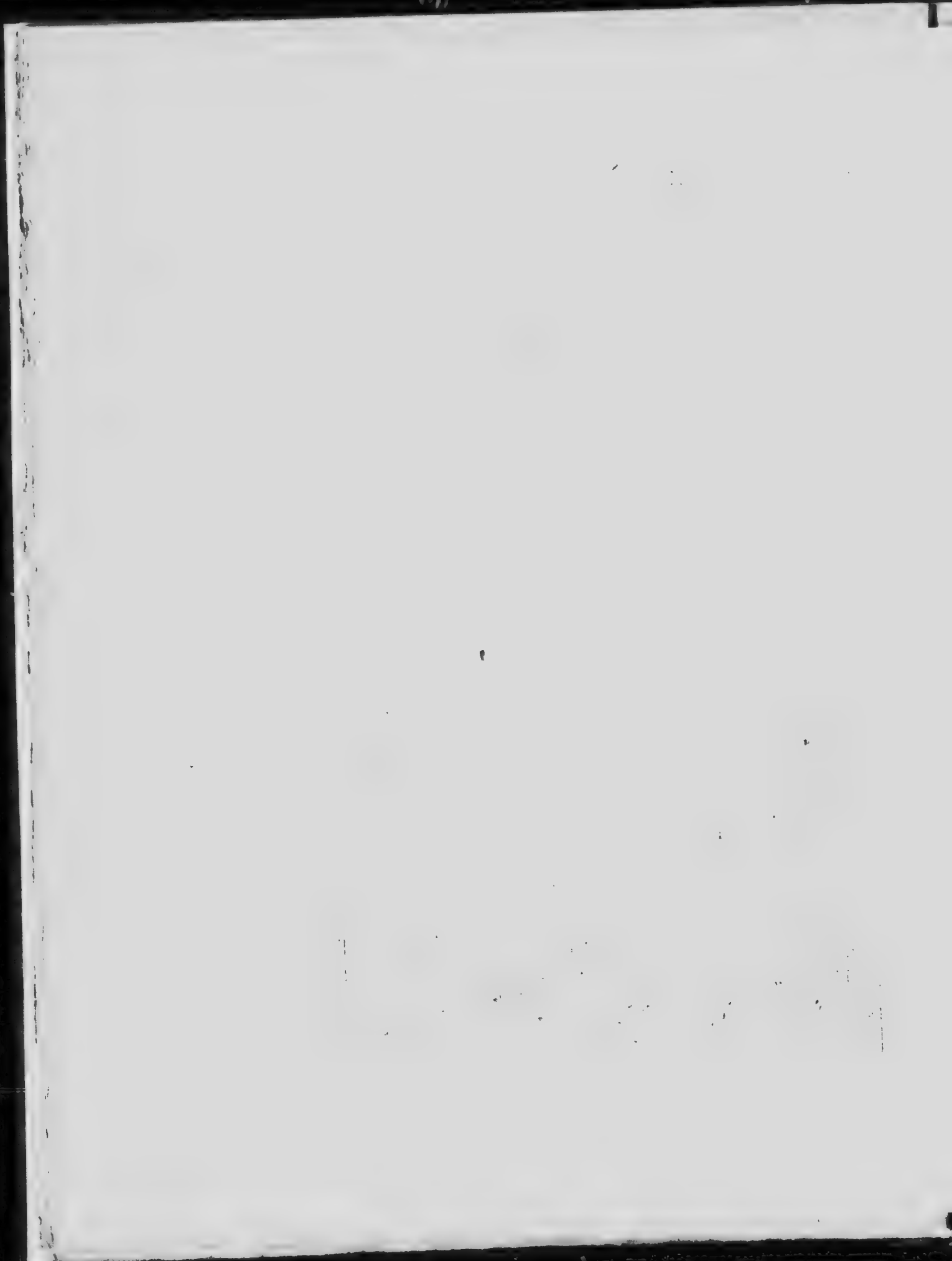
AMONG the many engineering enterprises conducted by the Canadian Pacific Railway, none is more interesting than the great double-track tunnel now being bored through Mt. MacDonald at the head of the famous Rogers Pass over the Selkirk Range, at a cost of \$12,000,000.

¶ This will be three-quarters of a mile longer than any existing tunnel in North America, 26,400 feet, or nearly five miles in length, and is expected to be completed this Fall, three years from the date of the first blast.

¶ This tunnel will lower the summit portion of the line from 4,330 feet to 3,791 feet.

¶ Near the Western outlet of the tunnel is Glacier, where the Canadian Pacific has established a hotel much beloved by Alpine climbers.

Building the longest tunnel in North America. Mt. MacDonald, Selkirk Range, B.C.



slated for patrol work, and when Hong Kong was reached her beautiful interior fittings were torn out and replaced with coal bunkers. Four 4.7 rifles were mounted forward and four aft. The Chinese members of the crew were paid off and British naval reservists and French gun crews were shipped and she started for the Indian Ocean where lay her work. She met the cruiser "Sydney" after that ship had made a mass of tangled wreckage of the roving "Emden" and took off the prisoner members of the "Emden's" crew including the captain, the redoubtable von Muller, and carried them to Colombo, Ceylon. She captured the Turkish post and fort of Kamaran in the Red Sea with the aid of Indian Territorial troops and several 15-pounder quick firers. For 23 days she and her sister ship the "Empress of Asia" guarded the British port at Aden, one of the "keys to the East," until they were relieved by British warships.

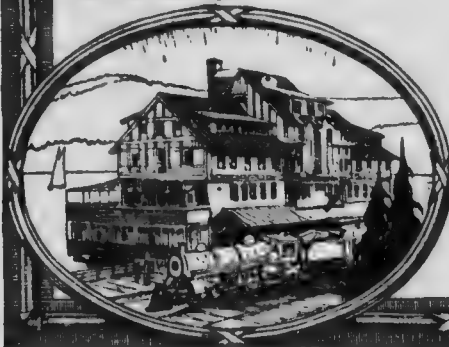
¶ The Turks were always hovering in the background and it was only the big guns on the two vessels which kept them at bay. Then her gun crews made some excellent practice on the Arabian port of Salif, also on the Red Sea. A party had been sent ashore under the white flag to demand surrender. The Turks were defiant and in effect told the "Russia" to do her worst. She did, and when she left the town and fort were heaps of ruins. Early last Summer the threat of her guns cowed the Turks in Hodeidah. The British and French consuls at the port had been kidnapped by the Turks and taken into the interior of Arabia. The "Empress of Russia" steamed into the harbor one fine day in the early part of last



*Picking Apples
in the
Okanagan Valley*

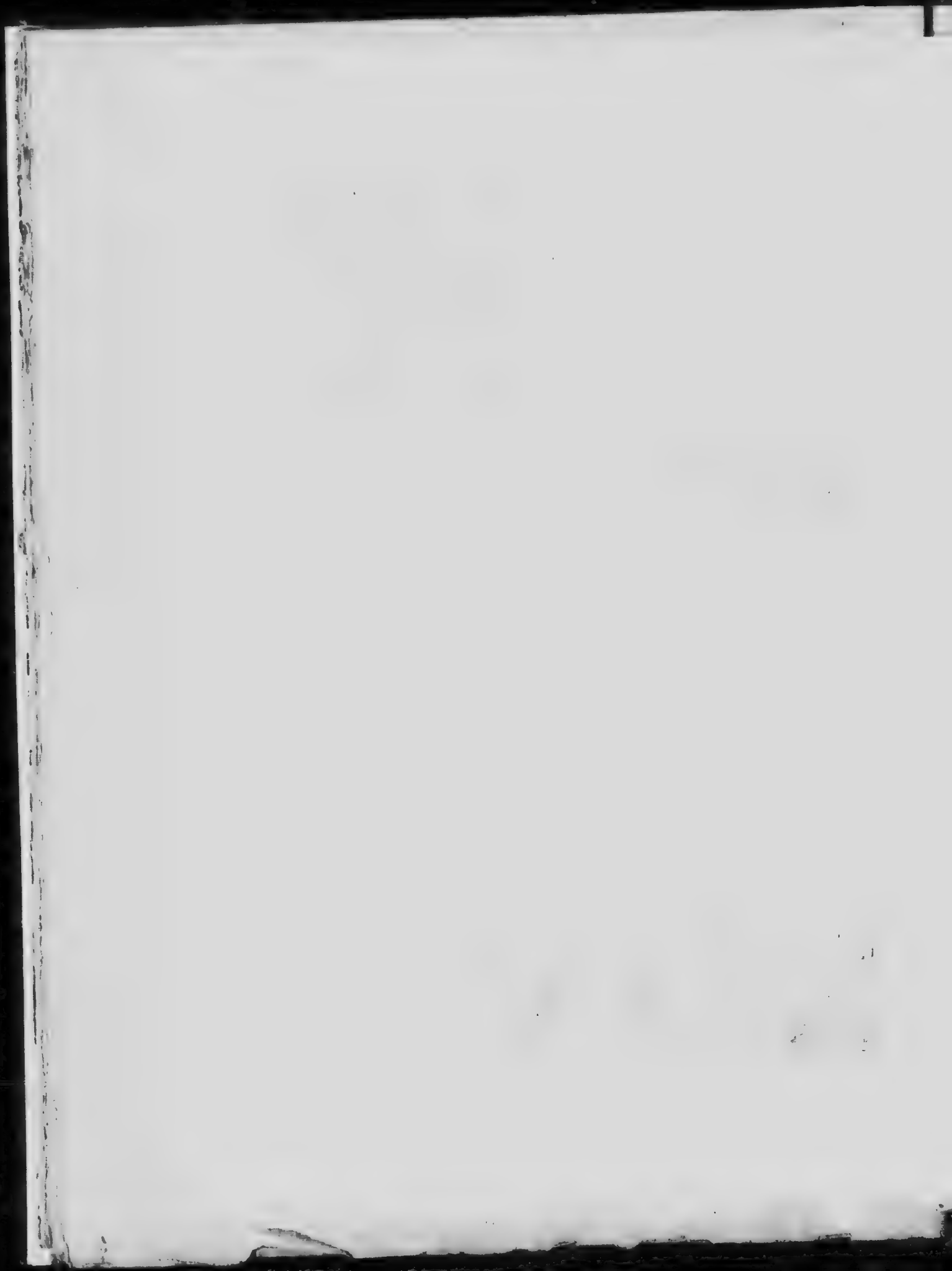
NOTABLE among Canada's industries is the fruit industry, which has brought 40,000 acres under intense cultivation. ¶ British Columbia apples have now international reputation, and have a sure and rapidly increasing market on the prairies and in the local mining districts and cities. ¶ The most highly developed orchard area is the Okanagan Valley, through which the Canadian Pacific Railway runs a branch rail and steamer service from Sicamous to Penticton, where connection is made with the newly constructed Kettle Valley Railway.

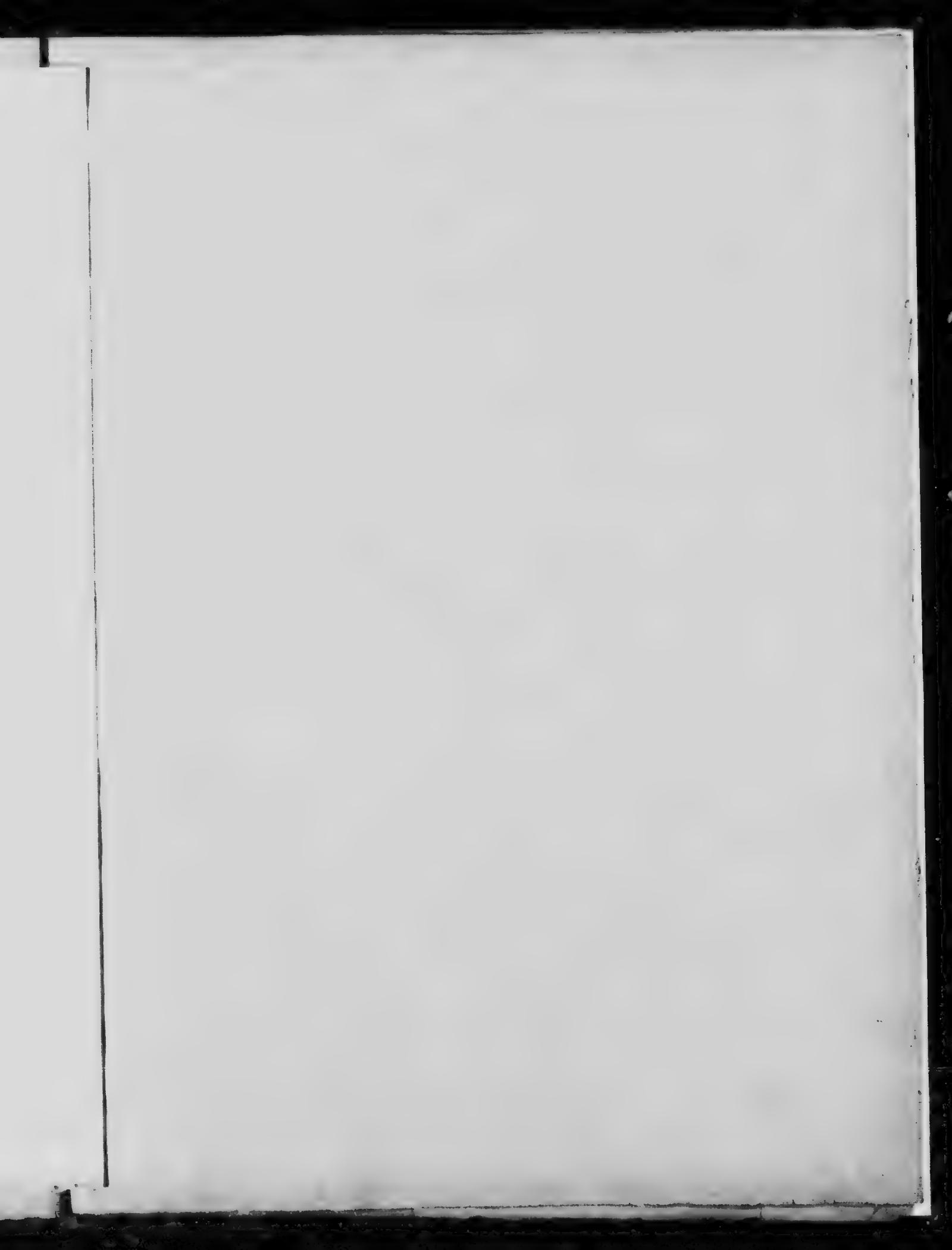
Sicamous Hotel. B.C.



*Hotel Incoke
Penticton, B.C.*







Summer and the Turks were told that Hodeidah would shortly cease to be if the consuls were not brought back. After a wait of some days the captured officials were brought safely to the coast and were taken on the "Empress of Russia" which steamed away to more adventures. Lohelya was another point on the Arabian Red Sea coast where the Turks and Arabs gave some trouble, and the "Russia" paid it two visits, each visit being accompanied by a vigorous bombardment. At another point on the Arabian coast the "Empress of Russia" was investigating things when she was shot at from behind the hills. Information was secured that there were large oil tanks at the point, and to show what good gunners she carried she lay off the coast about three miles and began shooting for the tanks. The third shell found its mark, and the tanks were afire for three days and nights afterwards. These were the most exciting adventures of the "Empress of Russia," but there was work for her every day during the terrible heat of last Summer which at times prostrated many of the crew. She made a round up of the Turkish lighthouses in the Red Sea and captured three rocky islands carrying lighthouses from the Turks, but not before the latter had done their best to ruin the lights and machinery. So of her crew were landed and the Turks were taken to Port where soldiers from Indian regiment were brought back to garrison the islands. The Red Sea was infested with dhows carrying rifles, slaves and every imaginable variety of contraband for the Turks. The usual practice was to stop them and if an examination showed anything suspicious, to sink them and make their



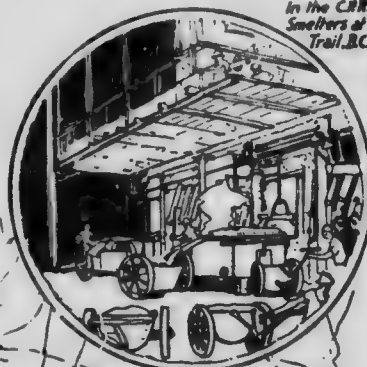
Kootenay Lake Hotel

THE Canadian Pacific Railway, through its control of the Consolidated Mining & Smelting Company, maintains a smelter at Trail, B.C., which represented an investment of \$1,000,000 and which has been recently increased at an additional cost of \$750,000.

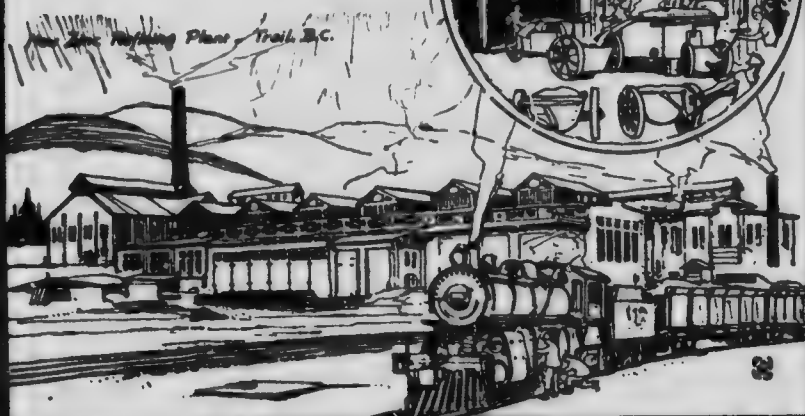
¶ The capacity of this smelter to refine high-grade zinc will this year reach 70 tons per day.

¶ A new Copper Refinery will shortly be completed and by July the smelter will be the only plant in the world turning out refined gold, silver, copper, lead and zinc—the output in metals amounting to approximately \$45,000,000 per annum, with a force of 3000 employees.

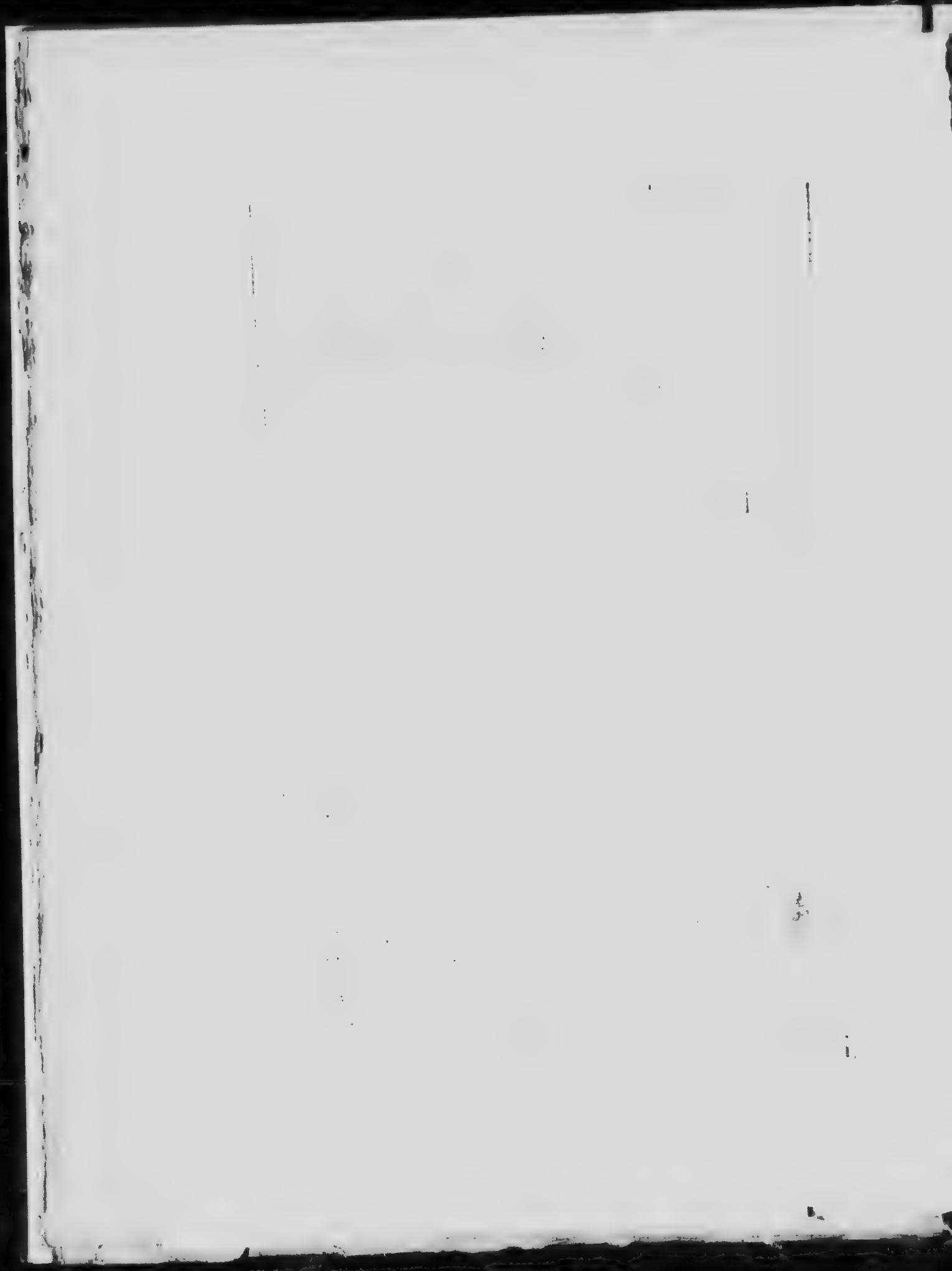
¶ The mines owned by the Company are Le Roi, War Eagle, and Centre Star in Rossland, the Sullivan near Cranbrook in East Kootenay, and a number of other smaller properties.

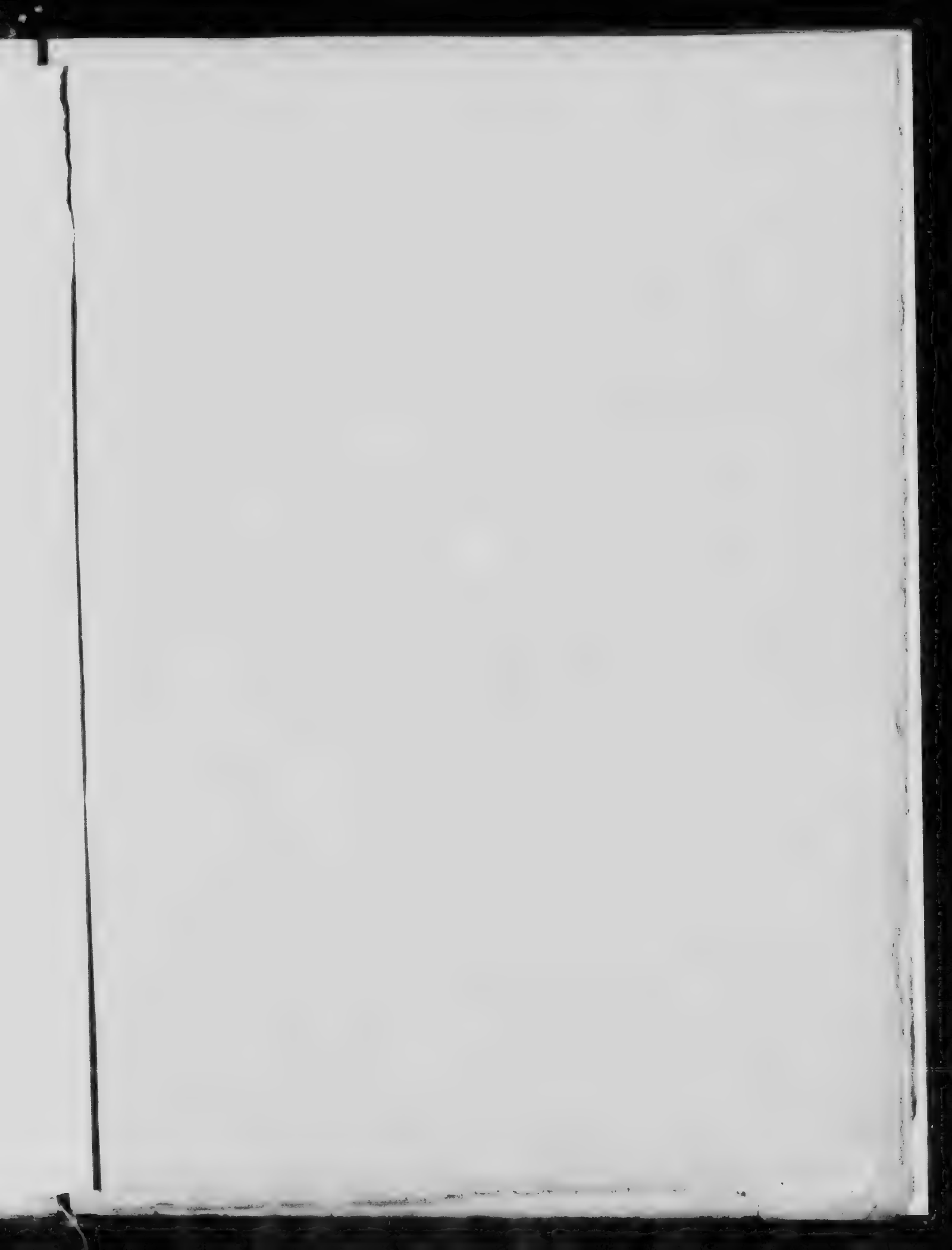


*In the C.P.R.
Smelters at
Trail, B.C.*



Consolidated Mining Plant Trail, B.C.





crew prisoners. From one dhow a whole load of women and children slaves were rescued. They had been on the dhow eight days and were in a terrible state. When not otherwise engaged the "Russia" carried water to the barren islands on which lighthouses were situated, and also oil. All the water and oil was carried in 5-gallon cans and at times it appeared to the crew that the "Russia" was loaded with all the empty cans in the Far East. The "Empress of Russia" also helped the "Empress of Asia," the "Empress of Japan," the cruiser "Himalaya" and the destroyer "Ribble" to maintain a blockade off the port of Manila where 15 German steamers were lurking during the early days of the war hoping for a chance to get out and deliver the cargoes of supplies destined for German warships. Once when the "Empress of Russia" was doing scout duty off Luzon she "smoked" a large ship which turned out to be the German steamer "Marks." The "Marks" just made the three-mile limit in time and the two vessels anchored for the night. The crew of the "Empress of Russia" hoped to get the German steamer in the morning, but she sneaked back to Manila along the coast. Finally, after about a year spent in Eastern waters the "Empress of Russia" was ordered last fall to proceed to England. She started and got as far as Suez where orders were received to disembark her guns and return to Hong Kong to go out of commission. This was done, and for the past six months an army of workmen at Hong Kong has been engaged in putting her back into shape again. Now she is spic and span and the finest ship on the broad Pacific.



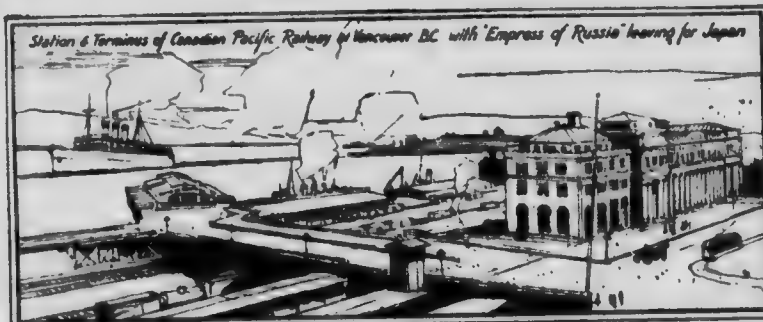
*Hotel Vancouver
Vancouver B.C.*

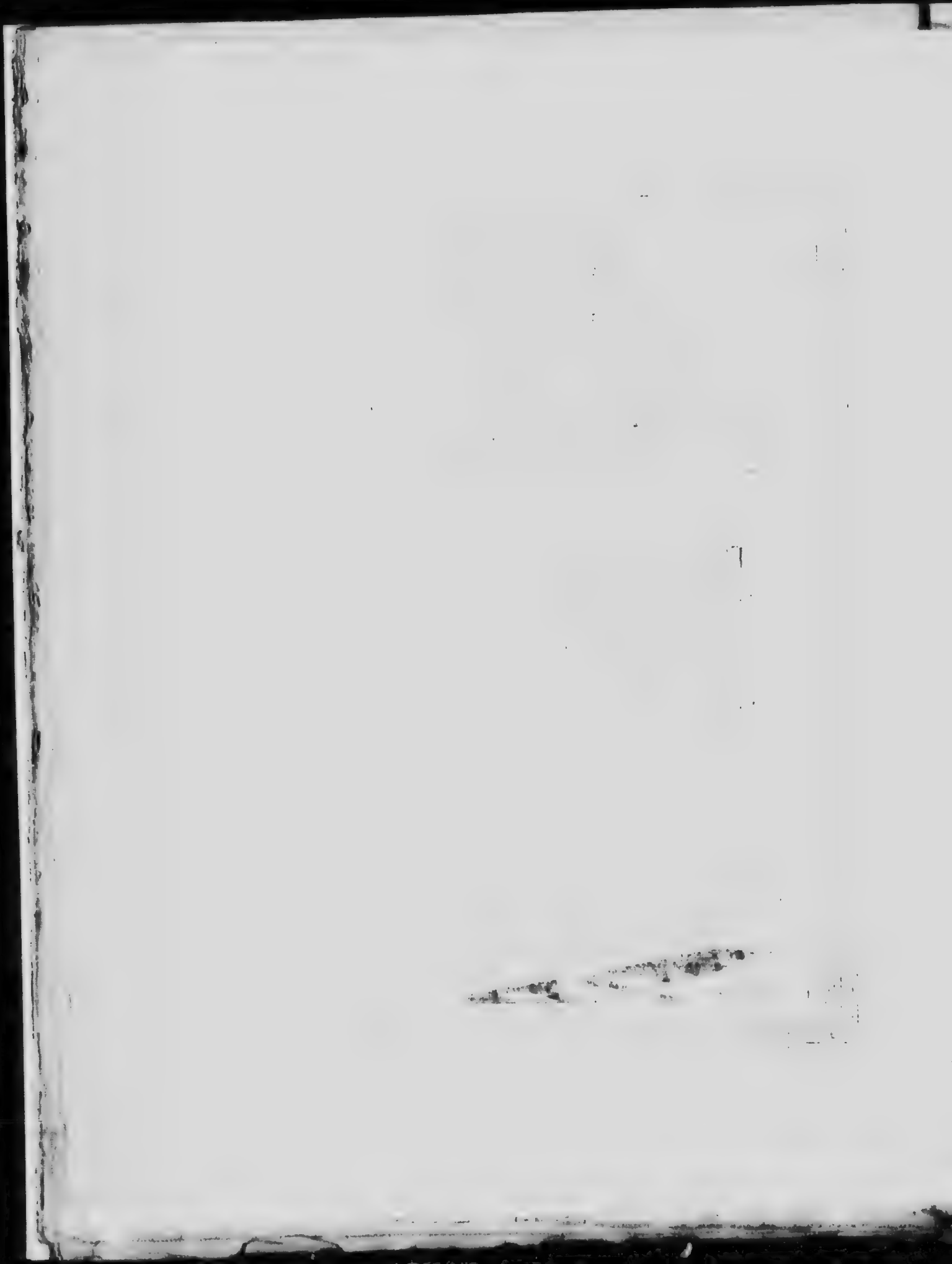
THIRTY years ago Vancouver was a mere forest clearing. The Canadian Pacific Railway, by making it the terminal port on the Pacific Coast, has created a city of which Canada is justly proud.

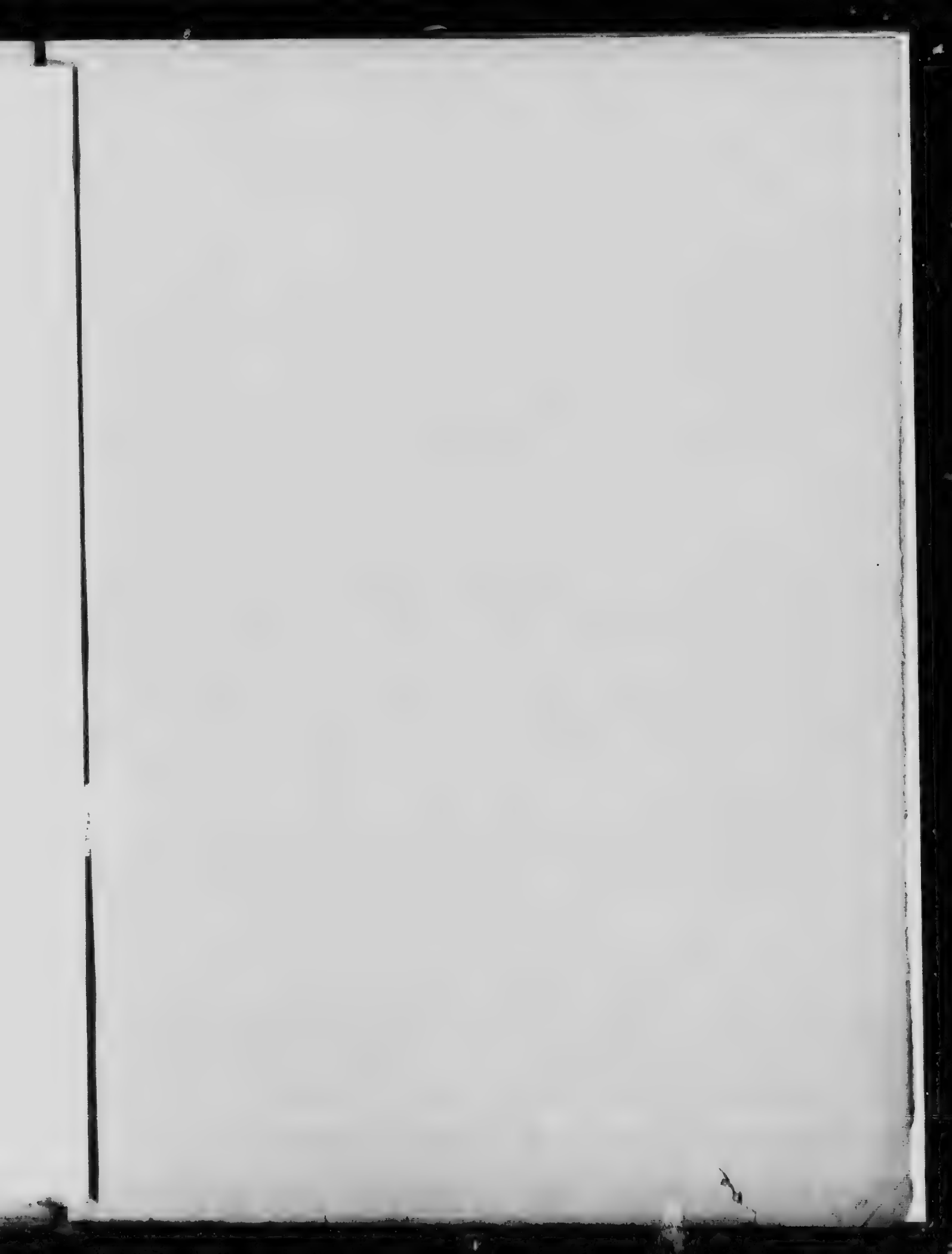
¶ Its harbor (open all the year round) has room for the navies of the world, and in normal times welcomes over twenty thousand merchant vessels yearly.

¶ The Canadian Pacific's own service of steamers to the Orient, to Alaska, and to Seattle has necessitated construction of a fine new station and extensive docks, while the new Canadian Pacific hotel, costing some \$4,000,000, can accommodate 1,000 guests.

¶ The opening of the Panama Canal has made Vancouver the Western Gateway for the export of Canada's immense and ever-growing grain harvests.

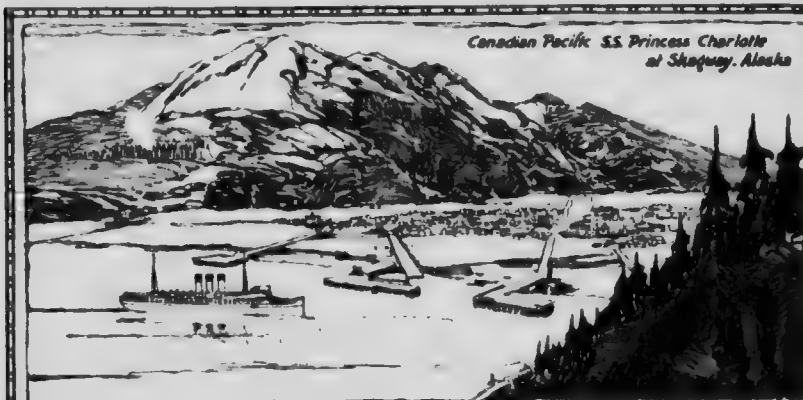






¶ No part of the Canadian Pacific System shows more visible progress in this period than the hotels. The Algonquin, at St. Andrews-by-the-Sea, has been rebuilt as a fireproof hotel; the Place Viger, at Montreal, has been modernized and much enlarged; the Royal Alexandra, at Winnipeg, has been doubled in size; the Palliser, at Calgary, with its beautiful interior, did not exist in 1911; Banff Springs Hotel in the last five years has been almost rebuilt and holds twice the number of guests; an immense fireproof wing has been built on to Lake Louise, which has been transformed from a Chalet to a Chateau. Vancouver has now the finest hotel on the Pacific Coast, capable of housing a thousand people, while the Empress, at Victoria, has also been very much enlarged. In the six last named hotels the number of rooms in this period has increased from 1,186 to 2,375.

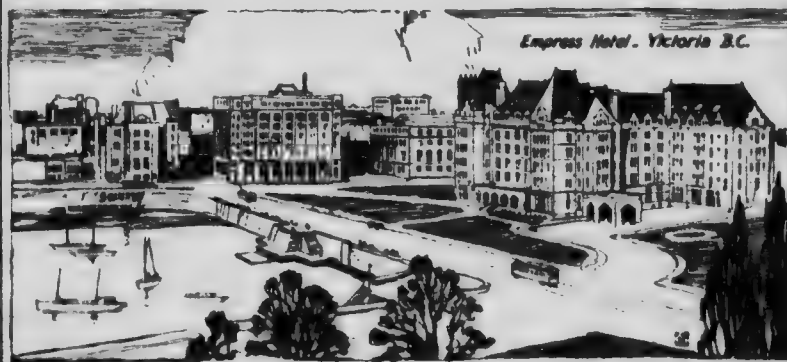
¶ At the outbreak of the war Lord Shaughnessy was able to offer the Imperial Government perhaps the most perfect organization of its kind in the world, controlling as it does fast ships capable of being turned into armed cruisers, and transports on the Pacific and Atlantic, nearly 19,000 miles of track to carry men and supplies across and from Canada and a telegraph system of over 100,000 miles of wires. On the Pacific the magnificent new cruiser-stern steamers, the "Empress of Russia" and the "Empress of Asia," were at once requisitioned, and transformed into auxiliary cruisers. The interesting story of their adventures has already been told. Other Canadian Pacific steamers were also requisitioned by the Imperial Government,



*Canadian Pacific S.S. Princess Charlotte
at Skagway, Alaska*

VICTORIA has in the Empress a hotel worthy of the Capital City of British Columbia. Here is the meeting place of North and South as well as of East and West, for Victoria stands at the cross ways of travel to Alaska and to the Orient, from Europe and the southern half of the North American Continent.

¶ For that North and South travel the Canadian Pacific Railway operates a steamship service of very high order, with Seattle, Victoria, Vancouver and Skagway as the chief ports. The "Princess" steamers of the British Columbia Coast Service are great favorites, none more so than that which had the honor of being named the "Princess Patricia."

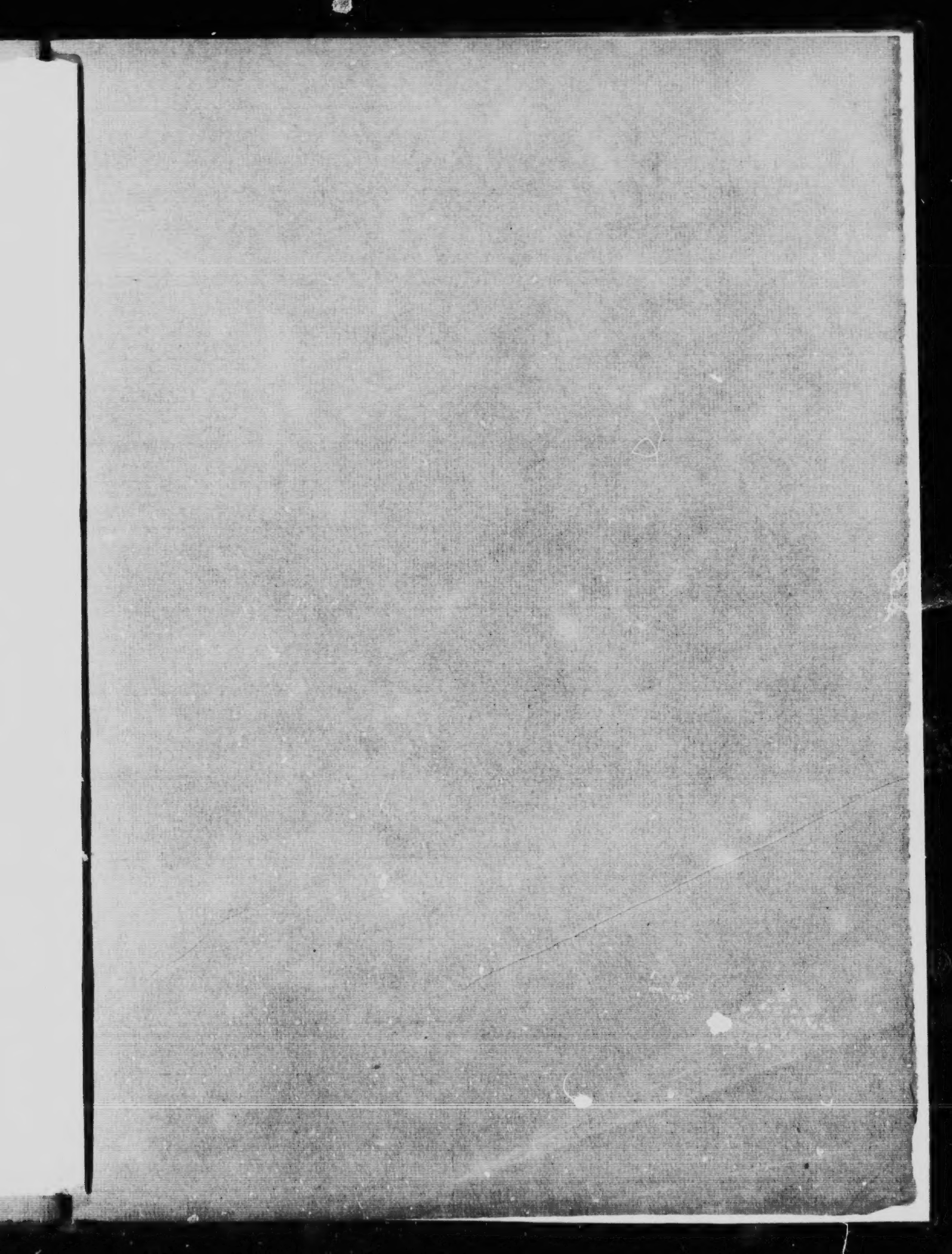


Empress Hotel - Victoria B.C.



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and did much good war work before being released by the British Admiralty.

¶ The arrangements made for the handling and caring for the Canadian troops en route to Valcartier Camp were carried out without the slightest disarrangement of timetables—a noteworthy feat in itself. New and special commissary cars were constructed by the Canadian Pacific Railway Dining Car Department, in each of which from 500 to 600 men could take their meals three times daily with the utmost facility. Canadian Pacific liners have helped to bring the Expeditionary Forces to England. Previously two Canadian Pacific Railway boats had brought refugees from Antwerp, and the company's cargo boats have also brought over from Canada vast supplies of grain and other foodstuffs to feed the British people.

¶ The Company was not even then satisfied with this large share of war service. Lord Shaughnessy announced that employees of the C.P.R. accepted for overseas service would receive full salaries for six months and positions would be kept open for them during the war. Several thousand C.P.R. men in Canada and the United Kingdom have already joined the forces, and every day the number increases. At the suggestion of Lord Shaughnessy the "Day's pay" form of contribution to the Canadian Patriotic Fund was voluntarily adopted by the officials and employees of the C.P.R., and the example has been widely followed.

¶ This brief record touches on but a few of the changes which have occurred in the last five years, but it may serve to illustrate the remarkable progress of Canada since His Royal Highness assumed the duties of Governor-General.

